

AGENDA

APO POLICY BOARD MEETING

THURSDAY, APRIL 9, 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 – E*)
 - a. Approve Minutes of February 12, 2026, Policy Board Meeting (*Attachment A*)
 - b. Approve February and March Bills Lists (*Attachments B1 & B2*)
 - c. Approve FY 2026-2029 Transportation Improvement Program (TIP) Amendments (*Attachments C1 & C2*)
 - d. Approve FY 2026-2030 Regional Infrastructure Investment Plan (RIIP) (*Attachment D*)
 - e. Receive 2025 Unified Planning Work Program (UPWP) Performance Report (*Attachment E*)
 - f. Receive Report on Technical Advisory Committee (TAC) Meeting – (*Attachment F*)
6. Consider One Year Pilot of the Citizens' Transportation Advisory Committee (CTAC) (*Attachment G*), Alex McKenzie, Associate Transportation Planner
 - a. **Suggest Action: Approve**
7. Consider Publication of the 2024 Transportation Performance Monitoring Report (TPMR) (*Attachment H*), James Stapfer, Planning Technician
 - a. **Suggested Action: Approve**
8. Consider 2025 Stakeholder Engagement Plan Annual Report (SEPAR) (*Attachment I*), Alex McKenzie, Associate Transportation Planner
 - a. **Suggested Action: Approve**
9. Consider Messaging for Washington, DC Trip (*Attachment J*), Brian Gibson, Executive Director
 - a. **Suggested Action: Develop Consensus on Message**
10. Other Business & Announcements
11. Adjournment

English

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Somali

Ururka Qorsheynta Deegaanka ee Cloud Cloud (APO) wuxuu si buuxda u waafaqsanahay Cinwaanka VI ee Xuquuqda Xuquuqda Rayidka ee 1964, Cinwaanka II ee Sharciga Naafada Mareykanka ee 1990, iyo qawaaniinta iyo qawaaniinta la xiriira. APO waa u furan tahay dhammaan dadka awooda oo dhan. Qofka u baahan dib-u-habeyn ama dejin, caawimaad gargaar ah, adeegyo turjumaad, adeegyo turjubaan, iwm, si uu uga qeyb galo kulan dadweyne, oo ay ku jiraan helitaanka ajendahaan iyo / ama ku lifaaqan qaab kale, ama luqadda fadlan la xiriir APO. 320-252- 7568 ama at admin@stcloudapo.org ugu yaraan toddobo (7) maalmood kahor kulanka.

Spanish

La Organización de Planificación del Área de Saint Cloud (APO en inglés) cumple plenamente con el Título VI de la Ley de Derechos Civiles de 1964, con el Título II de la Ley sobre los Estadounidenses con Discapacidad de 1990), y los estatutos y reglamentos relacionados. La APO es accesible para todas las personas de todas las capacidades. Una persona que requiere una modificación o acomodación, ayudas auxiliares, servicios de traducción, servicios de interpretación, etc., para poder participar en una reunión pública, incluyendo recibir esta agenda y/o archivos adjuntos en un formato o idioma alternativo, por favor, contacta a la APO al número de teléfono 320-252-7568 o al admin@stcloudapo.org al menos siete (7) días antes de la reunión.

**SAINT CLOUD AREA PLANNING ORGANIZATION POLICY BOARD
Thursday, February 12, 2026 – 4:30 PM**

A regular meeting of the Saint Cloud Area Planning Organization Policy Board was held on Thursday, February 12, 2026, at 4:30 p.m. Vice Chair Jake Anderson presided with the following members present:

Scott Brodeen	City of Saint Cloud
Mike Conway	City of Saint Cloud
Tim Elness	City of Sartell
Frank Theisen	City of Waite Park
Joe Perske	Stearns County
Raeanne Danielowski	Sherburne County
Josh Bentley	Le Sauk Township [Alternate for Jeff Westerlund]
Michael Kedrowski	Metro Bus [Alternate for Ryan Daniel]

Also in attendance were:

Brian Gibson	Saint Cloud APO
Vicki Johnson	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
Trina Ness	Saint Cloud APO
Adam Fulton	MnDOT
Tom Cruikshank	MnDOT
Russel Fellbaum	MnDOT
Zach Whitley	MnDOT
Anne Buckvold	Resident

Absent:

Adam Scepaniak	City of St. Joseph
Dottie Seamans	City of Sauk Rapids

1. PLEDGE OF ALLEGIANCE

2. INTRODUCTIONS

3. APPROVAL OF AGENDA:

Mr. Perske asked to add 322nd Street and Heatherwood Road to discussions at the end of the agenda.

Mr. Conway motioned to approve the agenda as amended. Mr. Theisen seconded the motion. Motion carried.

4. PUBLIC COMMENT PERIOD:

Ms. Buckvold, an advocate for rail, spoke regarding passenger rail service available to residents in the region.

5. CONSIDERATION OF CONSENT AGENDA ITEMS:

- a. Approve Minutes of January 8, 2026, Policy Board Meeting
- b. Approve January Bills List
- c. Approve FY 2026-2029 Transportation Improvement Program (TIP) Amendments & Modifications
- d. Approve Not Waiving Statutory Tort Limits
- e. Receive Report on Technical Advisory Committee (TAC) Meeting
- f. Receive Report on Area Transportation Partnership (ATP-3) Meeting

Mr. Conway motioned to approve the Consent Agenda. Ms. Danielowski seconded the motion. Motion carried.

6. CONSIDER FY 2028-2030 CARBON REDUCTION PROGRAM (CRP) CANDIDATE PROJECTS

Ms. Johnson gave the background of the different planning documents (MTP Vision, MTP Projects, TIP Projects), and how projects get into the TIP. Ms. Johnson went on to discuss some of the different federal funding options available for local projects (CRP, Surface Transportation Block Grant Program (STBGP), Transportation Alternatives (TA), Highway Safety Improvement Program (HSIP), National Highway System (NHS), and Railroad Safety. Most of the programs are Federally funded.

Ms. Johnson explained what CRP is and how it was developed under the Infrastructure, Investment, and Jobs Act (IIJA) which expires in November of 2026. The goal of the CRP is to reduce carbon dioxide emissions from on-road highway sources. She went on to explain how the funding works. 80% of the local construction costs can be reimbursed by the Federal government, with a 20% local match for eligible construction costs. To be eligible for CRP formula dollars, proposed projects MUST align with the state's Carbon Reduction Strategy (CRS):

- Electrification
 - Charging Stations
- Travel Options
 - Plan, design, engineer, install and maintain infrastructure network improvements for walking, rolling, and biking
 - Add high-capacity transit options
 - Add intercity and regional public transit options
- Low Carbon Infrastructure and System Management
 - Implement intersection improvements, traffic signal improvements to reduce delays, and improve traffic flow, invest in low-cost design and maintenance

improvements (i.e. roundabouts).

Ms. Johnson then explained urban versus rural regarding our planning area.

The APO received one CRP application for the FY 2028-2030 solicitation within the APO's urban area: the City of Waite Park's 10th Avenue S roundabout at the intersection of MSAS 103 (10th Avenue S) and First Street S. The Cost Effectiveness Score for this project is \$1,871.98 (dollars spent per ton of CO2 reduction).

The TAC ranked this project number one, and it will utilize the CRP funding for FY 2028-2030.



Mr. Conway motioned that the City of Waite Park be ranked as the priority project and given APO funds for the FY 2028-2030 solicitation. Mr. Elness seconded the motion. Motion carried.

7. CONSIDER FY 2030 SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP) CANDIDATE PROJECTS

Ms. Johnson reviewed what STBGP (primarily road & bridge) funding is, our regional target of federal dollars for our planning area (20.53%), and how much of a local match is needed (20%). She also discussed what ATP-3 is and explained that applications are submitted from member jurisdictions (local only) and are evaluated based upon technical

criteria which is outlined in the application.

Ms. Johnson went on to discuss the scoring guidelines, the applications received, and reviewed TAC recommendations.

Saint Cloud APO received three applications for FY 2030:

- City of Sauk Rapids 11th Street N reconstruction
- City of Saint Cloud Ninth Avenue/10th Avenue reconstruction
- City of Waite Park 10th Avenue S expansion and roundabout

The total request for funding was \$5,914,000. We have \$2,402,010 available.

Sauk Rapids 11th Street N Reconstruction

Reconstruction of MSAS 101 (11th Street N) from Second Avenue N to Sixth Avenue N, including roadway, sidewalk, storm water, sanitary sewer, and water main improvements



Cost Summary	Amount	% of Total
Federal	\$1,744,000	60%
Local	\$1,166,000	40%
Total	\$2,910,000	100%

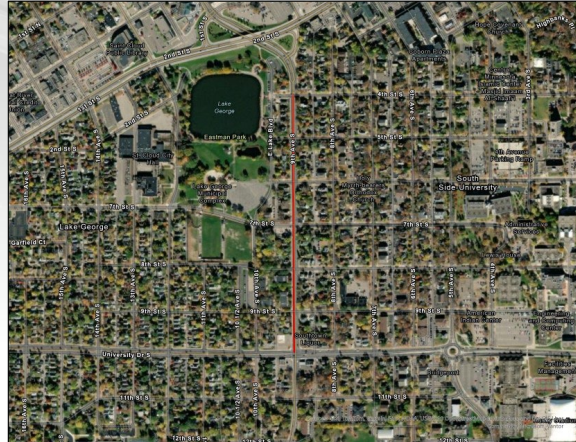
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City of Saint Cloud Ninth/10th Avenue Reconstruction

Reconstruction of public utilities, roadway, and sidewalks on MSAS 145 (Ninth Avenue) from University Drive to Second Street N



Cost Summary	Amount	% of Total
Federal	\$2,170,000	33%
Local	\$4,330,000	67%
Total	\$6,500,000	100%

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City of Waite Park 10th Avenue S Expansion

Expansion of MSAS 103 (10th Avenue S) from MN 23 to 100' south of railroad tracks. Installation of roundabout at intersection of 10th Avenue S and First Street S



Cost Summary	Amount	% of Total
Federal	\$2,000,000	60%
Local	\$1,348,400	40%
Total	\$3,348,400	100%

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APO TAC Recommendations

Applicant	Project Title	TAC Ranking	Requested STBGP funds	Requested STBGP Funding %	Proposed Funding	Proposed STBGP Funding %
City of Sauk Rapids	Reconstruction of MSAS 101 (11 th St N) from 2 nd Ave N to 6 th Ave N, including roadway, sidewalk, storm water, sanitary sewer, and water main improvements	3	\$1,744,000	60%	\$0	0%
City of Saint Cloud	Reconstruction of public utilities, roadway, and sidewalks on MSAS 145 (9 th Ave) from University Drive to 2 nd St N	2	\$2,170,000	33%	\$1,201,005	18%
City of Waite Park	Expansion of MSAS 103 (10 th Ave S) from TH 23 to 100' S of RR tracks. Installation of RAB at intersection of 10 th Ave S and 1 st St S	1	\$2,000,000	60%	\$1,201,005	36%

Anticipated STBGP funding available for FY 2030 solicitation: **\$2,402,010**.

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Mr. Conway motioned to approve the TAC recommended priorities/ranking. The STBGP funding be split between the City of Waite Park's 10th Avenue South project, and the City of Saint Cloud's Ninth/10th Avenue project. Each will receive \$1,201,005. Ranking the projects as the City of Waite Park's project receiving the number one ranking, the City of Saint Cloud's project receiving the number two ranking, and the City of Sauk Rapids' project receiving the number three ranking. Mr. Brodeen seconded the motion. Motion carried.

8. CONSIDER FY 2030 TRANSPORTATION ALTERNATIVES (TA) CANDIDATE PROJECTS

Ms. Johnson explained what TA is, and how funding is divided in the state of Minnesota. She explained what the Area Transportation Partnership (ATP-3) is, and its role in the funding, as well as the APO's role in the program.

Ms. Johnson stated that MnDOT District 3 received five applications, three were from the Saint Cloud APO:

- City of Sauk Rapids' Mayhew Lake Road Trail Extension
- City of Saint Joseph's River's Bend Trail Connection
- City of Saint Cloud's Heatherwood Road/Beaver Island Trail Extension

She went on to explain each project, and what regional priority points are and how they affect the funding.

City of Sauk Rapids Mayhew Lake Road Trail Extension

Construction of grade separated 10-foot-wide trail along the east side of Mayhew Lake Road NE/CSAH 1 from Storm Street NE CSAH 29



Cost Summary	Amount	% of Total
Federal	\$421,740	80%
Local	\$105,435	20%
Total	\$527,175	100%

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City of Saint Joseph River's Bend Connection Trail

Construction of grade separated 10-foot-wide trail along College Avenue S/County Road 121 between Kennedy Community School and River's Bend Park.



Cost Summary	Amount	% of Total
Federal	\$286,945	80%
Local	\$71,736	20%
Total	\$358,681	100%

Note – this map has been updated to reflect full scope of project

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City of Saint Cloud Heatherwood Road/Beaver Islands Trail Extension

Construction of a multimodal path that is the missing 1.5-mile link between the existing segments of the Beaver Islands Trail (SCSU to Clearwater Road and Opportunity Drive to the City of Clearwater).



Cost Summary	Amount	% of Total
Federal	\$400,000	80%
Local	\$100,000	20%
Total	\$500,000	100%

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Ms. Johnson explained the TAC’s recommendations, as seen below.

TAC Preliminary Scores and Rankings

Applicant	Project Title	TAC Ranking	Priority Point Distribution
City of Sauk Rapids	Construction of grade separated 10-foot-wide trail along the east side of Mayhew Lake Road NE/CSAH 1 from Storm Street NE CSAH 29	1	10
City of Saint Joseph	Construction of grade separated 10-foot-wide trail along College Avenue S/County Road 121 between Kennedy Community School and River’s Bend Park.	3	0
City of Saint Cloud	Construction of a multimodal path that is the missing 1.5-mile link between the existing segments of the Beaver Islands Trail (SCSU to Clearwater Road and Opportunity Drive to the City of Clearwater).	2	5

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Mr. Theisen motioned to approve the TAC recommended preliminary scores and rankings with the City of Sauk Rapids' project ranked first, receiving ten priority points. The City of Saint Cloud's project ranked second, receiving five priority points. The City of Saint Joseph's project ranked third. Mr. Conway seconded the motion. Motion carried.

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

Mr. Fulton gave a background covering the State Rail Plan Executive Summary, State Rail Plan passenger goals, and then spoke regarding the Twin Cities-St. Cloud-Fargo/Moorhead Corridor Study (TCFM).

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

Mr. Cruikshank, due to time constraints, gave a brief overview of the US-10 studies and projects. There are two studies being done on US-10.

- Preliminary Engineering and Design Study on 15th Avenue SE Interchange Preliminary Design & Haven Township area low-cost improvements
- Adjacent Corridor Study/US-10 Saint Cloud to Little Falls

11. 322ND STREET AND HEATHERWOOD ROAD

Mr. Perske had to leave before this item came before the board, so it was not discussed.

12. OTHER BUSINESS & ANNOUNCEMENTS

No other business or announcements.

13. ADJOURNMENT

Mr. Anderson adjourned the meeting at 6:30 p.m.

Transaction List by Vendor
St Cloud Area Planning Organization
February 1-28, 2026

DATE	AMOUNT	ACCOUNT FULL NAME
Abdo LLP		
02/01/2026	2,285.00	6602 Accounting Services
Total for Abdo LLP	\$2,285.00	
Adobe Creative Cloud		
02/01/2026	59.99	6609 IT Support & Software
02/08/2026	69.99	6609 IT Support & Software
02/17/2026	21.59	6609 IT Support & Software
02/21/2026	21.59	6609 IT Support & Software
Total for Adobe Creative Cloud	\$173.16	
ADP Tax		
02/05/2026	4,555.83	
02/20/2026	5,342.27	
Total for ADP Tax	\$9,898.10	
AFLAC		
02/05/2026	938.34	2150 Payroll Benefits Payable:2150.5 Aflac Payable
Total for AFLAC	\$938.34	
BCBS of MN		
02/02/2026	5,505.73	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for BCBS of MN	\$5,505.73	
David Turch & Associates		
02/08/2026	4,000.00	902 Ineligible Fed Reimbursemt:902.10 Washington Lobbyist
Total for David Turch & Associates	\$4,000.00	
Google Inc.		
02/28/2026	112.00	6609 IT Support & Software
Total for Google Inc.	\$112.00	
HealthEquity		
02/01/2026	4.00	6560A Wages and Benefits:6600 Employee Benefits:6600.6 HSA Account
02/04/2026	819.74	6560A Wages and Benefits:6600 Employee Benefits:6600.6 HSA Account
Total for HealthEquity	\$823.74	
Larkin Hoffman Public Affairs Inc		
02/13/2026	6,000.00	902 Ineligible Fed Reimbursemt:902.10 Washington Lobbyist
Total for Larkin Hoffman Public Affairs Inc	\$6,000.00	
Loffler Companies		
02/02/2026	122.89	6608 Multifunction Copier
Total for Loffler Companies	\$122.89	
Mailchimp.com		
02/02/2026	20.00	6605 Printing & Publishing
Total for Mailchimp.com	\$20.00	

Transaction List by Vendor
St Cloud Area Planning Organization
February 1-28, 2026

DATE	AMOUNT	ACCOUNT FULL NAME
Metro Sales Inc		
02/02/2026	1,342.58	6609 IT Support & Software
02/03/2026	585.00	6609 IT Support & Software
Total for Metro Sales Inc	\$1,927.58	
MN PERA		
02/05/2026	2,105.75	2150 Payroll Benefits Payable:2150.1 PERA Payable
02/20/2026	2,579.62	2150 Payroll Benefits Payable:2150.1 PERA Payable
Total for MN PERA	\$4,685.37	
Principal Mutual Life Insurance		
02/01/2026	299.51	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for Principal Mutual Life Insurance	\$299.51	
Quill.com		
02/17/2026	106.35	6601 Office Supplies
Total for Quill.com	\$106.35	
Schroden's Inc.		
02/28/2026	410.00	6606 Utilities and Maintenance:6606.2 Maintenance
Total for Schroden's Inc.	\$410.00	
Shutterstock.com		
02/09/2026	29.00	6605 Printing & Publishing
Total for Shutterstock.com	\$29.00	
St. Cloud Live		
02/13/2026	39.06	6610 Dues & Subscriptions
02/18/2026	38.36	6610 Dues & Subscriptions
Total for St. Cloud Live	\$77.42	
Stearns Electric Association		
02/04/2026	197.15	6606 Utilities and Maintenance:6606.1 Utilities
Total for Stearns Electric Association	\$197.15	
West Central Sanitation, Inc		
02/01/2026	53.25	6606 Utilities and Maintenance:6606.1 Utilities
Total for West Central Sanitation, Inc	\$53.25	
Xcel Energy		
02/09/2026	356.87	6606 Utilities and Maintenance:6606.1 Utilities
Total for Xcel Energy	\$356.87	
TOTAL	\$38,021.46	



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: March Bills List
DATE: April 1, 2026

The March bills list could not be prepared prior to the mailout of this agenda packet.

A complete March bills list will be provided to you at the April 9th meeting for your review and consideration.

Suggested Action: Approve the March bills list



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 2026-2029 Transportation Improvement Program Amendments
DATE: March 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.

The Saint Cloud APO, in conjunction with the Minnesota Department of Transportation (MnDOT) have requested to add a project to the FY 2026-2029 TIP.

Minnesota Department of Transportation

- 2026
 - **7303-55. **COCPR**MN 15, CORRIDOR STUDY AND PRELIMINARY ENGINEERING FROM 0.5 MI S OF S JCT MN 23 TO US 10 JCT.** The Saint Cloud APO was successfully awarded \$2.5 million in Minnesota Corridors of Commerce Readiness Advancement Funds to conduct preliminary engineering on a grade-separated median u-turn (MUT) intersection on MN 15 between MN 23/Second Street S and MN 23/CSAH 75/Division Street. Additional corridor study work will take place along MN 15 extending to US 10. MnDOT District 3 staff will be leading this effort. Because this is a regional study that has been funded with state legislative funding, the APO is amending the TIP to add this project. Funding breakdown is as follows: STIP Total: \$2,500,000; BF: \$2,500,000; Project Total: \$2,500,000.

A 30-day public comment period on this amendment occurred between Friday, Feb. 13 and Sunday, March 15, 2026.

An additional amendment was initiated after the start of the MnDOT amendment public engagement process. Public engagement on the following requested change occurred between Wednesday, Feb. 18 and Friday, March 20, 2026.

Stearns County

- 2026
 - **073-675-043. STEARNS CSAH 75, FROM CSAH 2 TO WASHINGTON MEMORIAL DRIVE IN THE CITIES OF ST CLOUD AND ST JOSEPH, REPLACE SIGNAL SYSTEMS.** Stearns County is requesting to extend the scope of this project from Washington Memorial Drive to 43rd Street S in Saint Cloud. No anticipated project cost changes are expected with this project. New project description: STEARNS CSAH 75, FROM

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

CSAH 2 TO 43RD ST S IN THE CITIES OF ST CLOUD AND ST JOSEPH, REPLACE SIGNAL SYSTEMS.

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

APO staff had received 17 completed online surveys between the two amendments. Those comments are attached.

The APO's Technical Advisory Committee (TAC) met on March 26, 2026, and recommended Policy Board approval of these amendments.

Suggested Action: Approval.



SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 F. 320.252.6557

FY 2026-2029 Transportation Improvement Program Amendments

Public Comments February – April 2026

Two 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 these two period (Feb. 13 – March 15, 2026, **AND** Feb. 18 – March 20, 2026) the APO has received the following comments.

Online Survey

Agency/Jurisdiction Project Number	Comment	APO Staff Response
MnDOT 7303-55	Strongly agree: 3 Agree: 5 Neither agree nor disagree: 0 Disagree: 0 Strongly disagree: 1	APO staff appreciate the responses and will pass them along to MnDOT District 3 staff.
MnDOT 7303-55	"It's a smart move if it speeds up real improvements without wasting cash, but these programs often drag on forever with studies that lead nowhere. The outcome depends on whether they genuinely develop something beneficial or merely waste resources on administrative procedures. If it is something coming from St.	One of the biggest goals that came out of the APO's 2020 MN 15 Corridor Study (https://tinyurl.com/3dh2ympm), was to develop realistic solutions to address operations on MN 15. There was a previous study done in 2007 that had recommended MN 15 be lifted and turned into an expressway. While that would solve a lot of the problems on MN 15, from a financial standpoint, that project was not realistic – costing well over \$100 million to complete and impacting several properties along the corridor. Based on existing revenue resources available at the local, state, and federal level, a solution to MN 15's operational problems would need to be phased or creatively addressed. Thus, the exploration of several options to improve the corridor, including the median u-turn. According to the traffic modeling data found in the APO's MN 15 Corridor Study, the construction of a grade separated median u-turn would provide the

Agency/Jurisdiction Project Number	Comment	APO Staff Response
	Paul, there is probably a good amount of bureaucratic waste and fraud."	<p>following benefits (percentages based on projected 2045 traffic volumes in the region):</p> <ul style="list-style-type: none"> • An approximate 10% reduction in travel time on the MN 15 corridor. • An approximate 24% reduction in overall driver delays. • A potential for up to a 21% reduction in crashes. • A potential reduction of pedestrian and bicycle risks by 50%. <p>Estimates to complete this project were roughly about \$45 million (not accounting for inflation).</p> <p>But for anything to move forward – from planning into actual construction – there are still significant steps that need to occur. One of those being a preliminary engineering study and environmental study on the area.</p> <p>This is why the APO felt it in the best interest to apply for Readiness Advancement (\$2.5 million) versus actual construction dollars (which would cost upwards of \$45 million). This way, if for some reason preliminary engineering doesn't pan out to allow for a grade separated median u-turn, taxpayer funding through the Corridors of Commerce program wouldn't be tied up on a project that wouldn't be successful.</p> <p>The study will be handled by MnDOT District 3 staff (based out of Saint Cloud/Baxter) who will be overseeing the study contract and scope of work to ensure the outcomes from the study are reasonable and can provide the best opportunities for improvement of the MN 15 corridor.</p>
MnDOT 7303-55	"The proposed 'U turn to make a left' at 2 nd street south and MN15 will be dangerous, inefficient, and confusing."	<p>While not found within Minnesota, median u-turn intersections have been around since the 1960s in other parts of the country (particularly in Michigan).</p> <p>Because these types of intersections remove the left turning movement away from the intersection, they reduce the number of vehicle-to-vehicle conflict points at an intersection by half and have been observed to reduce severe crashes at intersections by nearly 70% (https://highways.dot.gov/media/10881).</p> <p>According to the traffic modeling data found in the APO's MN 15 Corridor Study (https://tinyurl.com/3dh2ympm), the construction of a grade separated median u-turn would provide the following benefits (percentages based on projected 2045 traffic volumes in the region):</p>

Agency/Jurisdiction Project Number	Comment	APO Staff Response
		<ul style="list-style-type: none"> • An approximate 10% reduction in travel time on the MN 15 corridor. • An approximate 24% reduction in overall driver delays. • A potential for up to a 21% reduction in crashes. • A potential reduction of pedestrian and bicycle risks by 50%. <p>All of that information is super awesome, but you are correct. With most Central Minnesota drivers never driven through an intersection like this, there will be a lot of initial confusion and apprehension. In the event a grade separated median u-turn does become a reality, the APO, it's planning partners, and MnDOT will more than likely launch some sort of education campaign to alert drivers about the change (similar to the Diverging Diamond Interchange at Stearns County Road 120 and MN 15).</p> <p>But at this point, we will need to wait for the results of the preliminary engineering study to even confirm a grade-separated median u-turn will fit in this possible location.</p>
Stearns County 073-675-043	Strongly agree: 1 Agree: 2 Neither agree nor disagree: 4 Disagree: 0 Strongly disagree: 0	APO staff appreciate the responses and will pass them along to Stearns County staff.
Stearns County 073-675-043	"Need to know what changes would be on the additional section."	<p>That is a fair point. Much of the traffic signal revisions along CSAH 75 would involve upgrading some of the existing hardware within the signals. Other software updates can also be included such as signal re-timing and other safety enhancements to ensure emergency vehicle preemption and pedestrian crossing technology is working.</p> <p>Overall, the extension of this project would include doing this work on an additional five signalized intersections.</p>
Stearns County 073-675-043	"I would go even further and work on the intersection of I94 and CHAH 75. That intersection, though recently updated with a merge lane, is still dangerous	<p>The intersection at 43rd Street S is the last (if heading southbound on CSAH 75) signalized intersection on CSAH 75 before that interchange with I-94. So, this type of project – traffic signal revision work – would not be applicable to that interchange.</p> <p>However, you are correct. There is a lot of growth and development – particularly industrial growth – in this part of Saint Cloud. A few things the City is working on to address some of these issues is the</p>

Agency/Jurisdiction Project Number	Comment	APO Staff Response
	<p>during high traffic periods. With industrial sites now an immediate LEFT from anyone existing West I94, it is problematic. Sending full-size tractor/trailers across 3 lanes with no control points is dangerous. However, if the funding is not there, or it requires too much federal/state input, as that's a federal road, I understand. I am appreciative that the entire stretch is being looked at as it's critical to the St. Cloud metro."</p>	<p>extension of Heatherwood Road from it's current termini down to the Opportunity Drive industrial park (60th Street S). One of the big hopes the City has in completing this connection would be to help alleviate some of the heavy commercial traffic using the CSAH 75/I-94 interchange at McStop. If commercial vehicles were to take the Opportunity Drive exit and travel along Heatherwood Road, they would meet up again with CSAH 75 at the intersection of 43rd Street S. So in the example that was provided, semis would have the option to travel straight through that intersection to access businesses west of CSAH 75 (at Hadrian Road) versus having to exit I-94, cross multiple lanes of traffic, and make a left turn. The City of Saint Cloud is looking at making that Heatherwood Road connection a reality starting during the 2027 construction season.</p> <p>While not directly impacting the interchange with I-94, this is one work around the City of Saint Cloud is hoping to do to help improve traffic flow around the whole McStop area.</p>

Facebook

Agency/Jurisdiction Project Number	Comment	APO Staff Response
<p>Stearns County 073-675-043</p>	<p>"Thank you for the update. I'm glad they're adding mcstop to their hardware update."</p>	<p>You are very welcome. And I'll be sure to let the Stearns County engineer know that you are glad that they plan on extending this project farther south 😊.</p>



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: 2026-2030 Regional Infrastructure Investment Plan (RIIP)
DATE: March 31, 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.

The APO TIP document includes projects from the Minnesota Department of Transportation (MnDOT) District along with members jurisdictions that fall within the APO's planning area. The TIP also contains projects found within Saint Cloud Metro Bus's CIP. The projects programmed in the TIP are either partially or fully funded using federal or state dollars. Projects programmed into the TIP must comply with regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

In addition, Federal regulations dictate the APO must include in their annual TIP "all regionally significant projects requiring an action by the FHWA or FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53)."¹

Federal regulations go on to state:

"For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds."

Federal regulations have left the determination of "regionally significant" transportation projects up to individual metropolitan planning organizations (MPOs) like the APO.

In order to 1) meet the transparency intent of Federal regulations surrounding regionally significant transportation projects and 2) to facilitate better interjurisdictional coordination of project development and construction, APO staff have developed the Regional Infrastructure Investment Plan (RIIP).

By programming transportation projects into the TIP, they are subject to the regulations issued by FHWA and FTA including the amendment processes outlined in the APO's Stakeholder Engagement Plan (SEP) and APO Policy Board approval. Subjecting projects

¹ Metropolitan Transportation Planning and Programming, 23 C.F.R. §450.326 (2016).

that are 100% locally funded and supported by their respective governing body to these regulations appears to be unduly arduous and time consuming given the fluidity of many of the jurisdictional CIPs.

The RIIP, in contrast to the TIP, identifies proposed non-transit transportation improvement projects throughout the Saint Cloud Metropolitan Planning Area (MPA) **regardless of funding** source and includes projects that have been programmed in the TIP. This document, not subject to FHWA/FTA regulations, is designed 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.

In addition, the RIIP will also serve as a means to track construction projects that have been completed within the past 12 months.

The APO's draft 2026-2030 RIIP can be found by accessing the following link:

<https://stcloudapo.org/wp-content/uploads/2026/03/03312026-2026-2030-RIIP-Final-compressed.pdf>

The APO's Technical Advisory Committee (TAC) met on Thursday, March 26 to review and discuss the RIIP. TAC representatives recommended Policy Board approval to publish with slight modifications to be made by APO staff impacting Stearns County, Benton County, City of Saint Cloud, and MnDOT. Those changes have been subsequently incorporated into the draft found in the above URL.

Again, the document contains CIPs (and the CHIP) that have been approved by the respective jurisdictions. **Any changes to these documents after the initial approval by the governing body have not been included in this document unless addressed at the March 26, 2026, TAC meeting.**

Suggested Action: Approval to publish.

Unified Planning Work Program 2025 End-of-Year Report

For the Saint Cloud Area Planning Organization



Brian Gibson, PTP
Executive Director
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320-252-7568

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Prepared for the Policy Board
April 2026

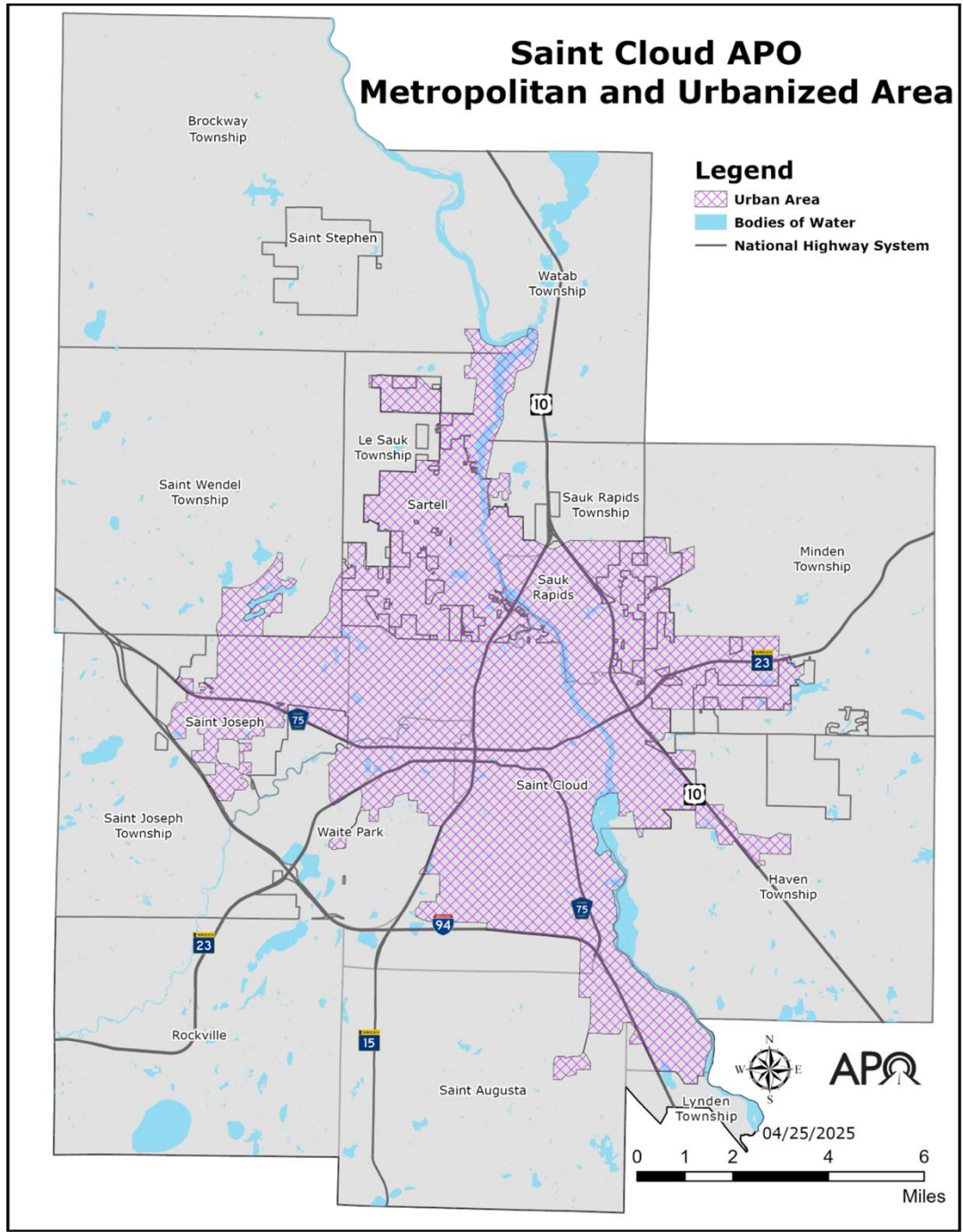
The preparation of this report has been funded in part by the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration, and the Minnesota Department of Transportation. The contents of this document reflect the views of the authors who are responsible for the facts or accuracy of the data presented therein. The contents do not necessarily reflect the official views or policies of the U.S. Department of Transportation or the Minnesota Department of Transportation. This report does not constitute a standard, specification, or regulation.

Unified Planning Work Program 2025 End-of-Year Report

Introduction

This report is a summary of the activities, expenditures, and achievements of the Saint Cloud Area Planning Organization (APO) for Fiscal Year (FY) 2024, which began on Jan. 1, 2025 and ended Dec. 31, 2025. The APO is a publicly funded joint-powers authority charged with coordinating and completing planning and programming of surface transportation projects within its planning area.

Figure 1. Saint Cloud APO Metropolitan Planning Area



Unified Planning Work Program 2025 End-of-Year Report

Purpose and Need

The goals of this report are:

1. To provide a public record of the performance of the APO.
2. To provide a financial summary of budgets and expenditures for the purpose of financial transparency and future budgeting.
3. To provide a management tool for the development of subsequent work plans.

APO Staff Vision, Goal, and Core Values

The performance and behavior that is valued by APO staff is rooted in the internal vision, goal, and values of the organization.

Vision:

To provide high-quality, high-value public service to our members and the general public.

Goal:

The logical, informed investment of limited transportation funding.

Core Values:

- **Working Together** – APO staff shall bring all stakeholders to the table and shall hear and consider all voices in the completion of projects and discussion of future needs. This is true both internally (i.e., teamwork among APO staff members) and externally (i.e., cooperation between APO staff and the staff and elected leadership of the member jurisdictions and the general public). APO staff will do its best to provide meaningful assistance to the member jurisdictions and to create opportunities for cooperation between member jurisdictions. By working together, every APO staff member will be able to learn from others and apply that knowledge throughout their individual area of responsibility. It will also help make the best use of limited resources. APO staff will also work with the general public to provide time and opportunities for meaningful input into the planning process.
- **Integrity** – APO staff shall work openly and honestly with everyone to build trust and respect. They shall also develop and foster a reputation for the timely production of high-quality, accurate, and dependable work products. This will not only help produce trusted products, but by doing it right the first time, the need to redo work will be decreased.
- **Critical Thinking and Problem-Solving** – APO staff members shall develop and continuously sharpen their individual technical skills and shall provide objective, fact-based technical assistance to help individual member jurisdictions and the region as a whole solve problems and achieve their goals. New and creative ideas to solve problems will be sought-out and welcomed. All reasonable ideas will be evaluated.
- **Efficiency** – APO staff shall expend its limited resources as efficiently as possible to provide high-quality, low-cost public service to the individual jurisdictional members and to the residents of the entire region.
- **Positive Work Environment** – APO staff members shall develop and foster a positive, respectful, and supportive work environment in which all staff members

Unified Planning Work Program 2025 End-of-Year Report

have the opportunity to grow professionally, improve their technical skills, and feel valued for their unique contributions to the team.

Organization

The APO is governed by a Policy Board of elected and appointed officials from the following jurisdictions:

- Stearns County, MN
- Benton County, MN
- Sherburne County, MN
- City of Saint Cloud, MN
- City of Sauk Rapids, MN
- City of Sartell, MN
- City of Waite Park, MN
- City of Saint Joseph, MN
- LeSauk Township in Stearns County, MN
- Saint Cloud Metropolitan Transit Commission (aka, Metro Bus)

Additionally, there are three incorporated cities of fewer than 5,000 individuals within the APO's planning area – Saint Augusta, Rockville, and Saint Stephen – who are represented on the APO Board by Stearns County.

The APO Board is supported by a staff of six approved positions (5.72 FTEs):

1. **Executive Director** – Responsible for the general supervision, management, and administration of the business and affairs of the APO including the development and keeping of the Unified Planning Work Program (UPWP); has the care and custody of all funds of the APO and has signatory authority for the disbursement of all monies under the direction of the Board; has signatory authority on all contracts, documents, and other official instruments of the APO; keeps the official records and financial accounts of the APO; APO procurement officer and project manager for planning projects completed by consultants; hires and supervises additional staff members for positions approved by the Board; is appointed by an affirmative vote by the majority of Board members.
2. **Planner III (Senior Planner)** – Responsible for the general supervision and direction of the Planner I and Planner II positions; in coordination with the Planner I and II positions is responsible for the timely development and keeping of the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP); chairs and is the primary support staff member for the Technical Advisory Committee (TAC); fills in for the Executive Director in her/his absence.
3. **Planner II (Associate Planner)** – Responsible for the development and keeping of the APO's Stakeholder Engagement Plan and Title VI Compliance document(s); is the APO's primary active-transportation planning specialist, including developing and maintaining the regional Active Transportation Plan, Safe Routes to School planning, and serving as the primary coordinator for the Active Transportation Advisory Committee (ATAC); and, as able, supports the Senior Transportation Planner by completing other specific tasks as directed.
4. **Planner I (Transportation Planner)** – (*This position was vacant for the entirety of 2025.*)
5. **Planning Technician** – Responsible for the development and keeping of the APO's transportation performance measures including collection, analysis, and annual

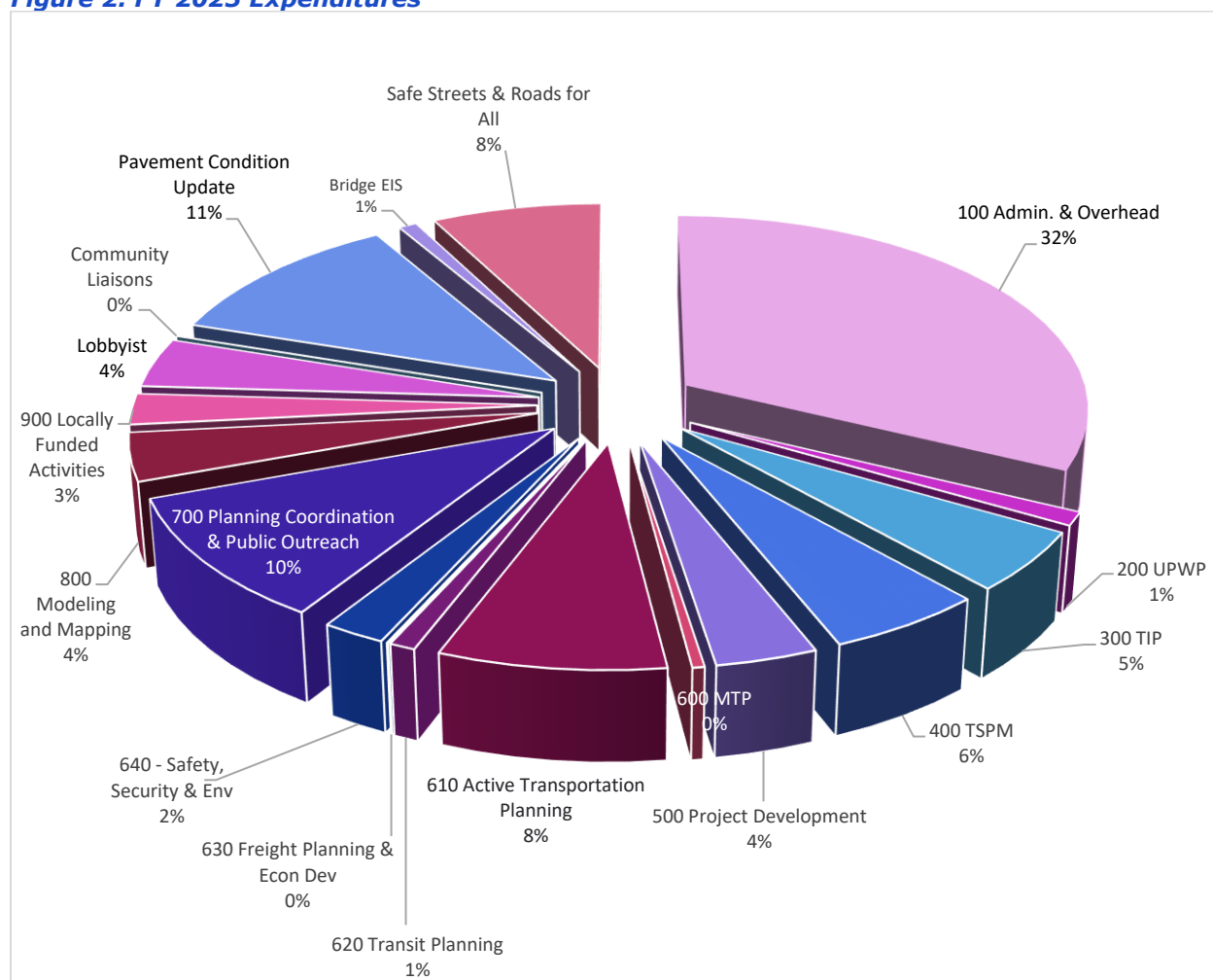
Unified Planning Work Program 2025 End-of-Year Report

reporting of regional transportation performance data; responsible for the keeping and operation of the regional Travel Demand Model (TDM); provides ArcGIS mapping services and analysis to other planners and jurisdictional members; as able, may complete additional tasks as assigned by the Executive Director or Senior Transportation Planner.

6. **Administrative Specialist** – General support staff for all other positions; answers telephone, opens and distributes mail, copies and files documents as needed; writes minutes for all TAC and Board meetings; monitors and purchases office supplies as needed; works with Executive Director and Accountant on keeping timesheets and records of work effort; writes outgoing correspondence as directed, and assorted other duties; this is a 0.72 FTE position.

Overall Financial Performance

Figure 2. FY 2025 Expenditures



The FY 2024 UPWP was approved by the Board on August 10, 2023. The document was amended once on January 11, 2024. The budget figures used below represent the approved budgets in the final UPWP after the amendment.

Unified Planning Work Program 2025 End-of-Year Report

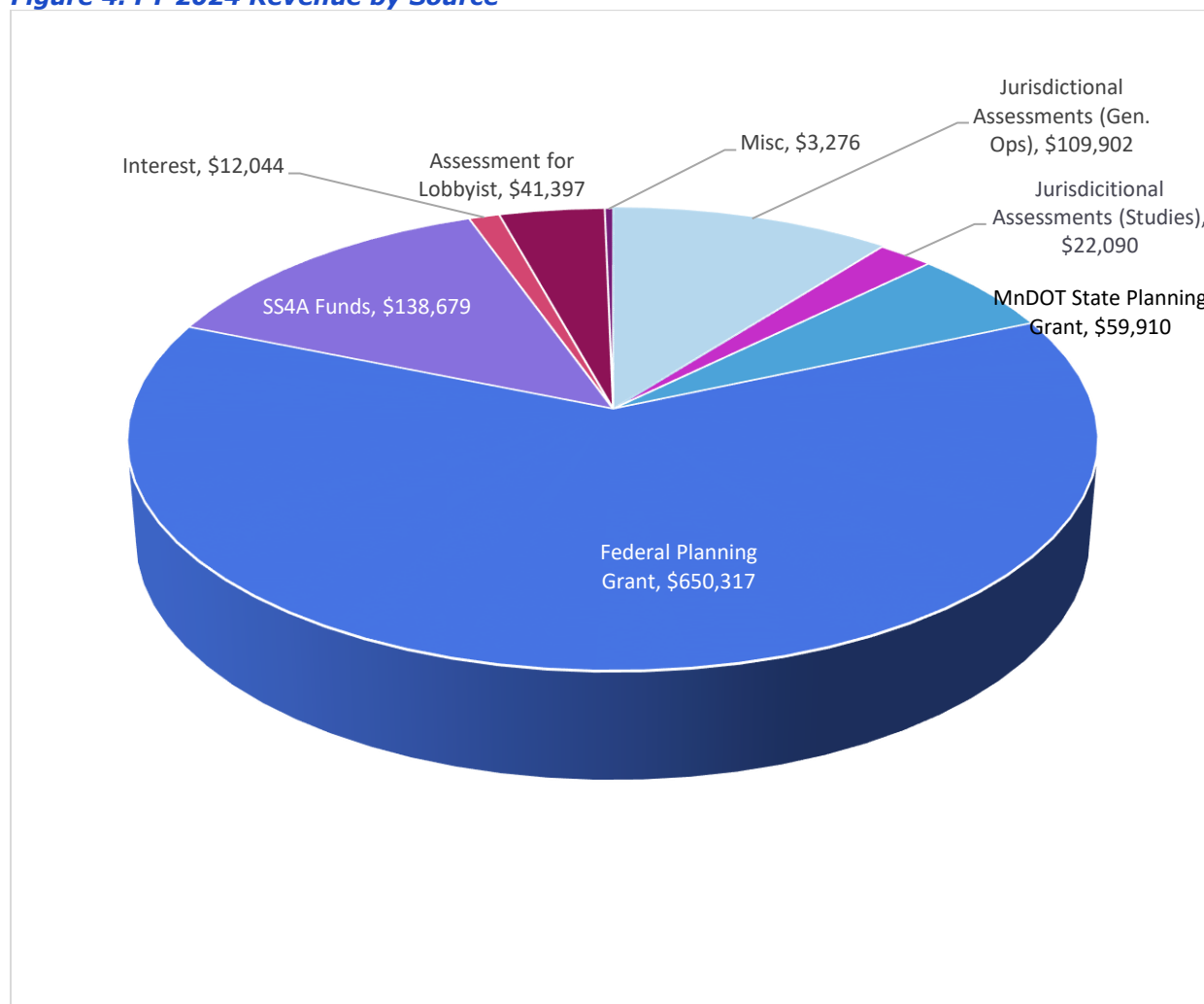
Figure 3. FY 2025 Budget vs. Expenditures

Work Activity Category	Total Budget	Total Expended*	% Expended	% Remaining
100 Administration & Overhead	\$322,500	\$314,166	97.5%	2.5%
200 Budget & UPWP	\$12,500	\$10,759	86.1%	13.9%
300 Transportation Improvement Program (TIP)	\$54,000	\$49,142	91.0%	9.0%
400 Transportation System Performance Monitoring (TSPM)	\$43,750	\$54,551	124.7%	-24.7%
500 Transportation Project Development	\$48,000	\$34,968	72.9%	27.1%
600 Metropolitan Transportation Plan (MTP)	\$59,500	\$4,200	7.1%	92.9%
610 MTP – Active Transportation Planning	\$57,000	\$77,756	136.4%	-36.4%
620 MTP – Transit Planning	\$10,250	\$8,853	86.4%	13.6%
630 MTP – Freight Planning, Economic Vitality & Tourism	\$5,250	\$411	7.8%	92.2%
640 MTP – Safety, Security & Environmental	\$15,750	\$21,734	138.0%	-38.0%
700 Transportation Planning Coordination & Public Outreach	\$97,500	\$101,242	103.8%	-3.8%
800 Transportation Modeling, Mapping & Technical Support	\$22,250	\$38,705	174.0%	-74.0%
900 Locally Funded Activities	\$27,000	\$24,857	92.1%	7.9%
Sub-Total for APO Staff, Overhead, and Operations	\$775,250	\$741,344	95.6%	4.4%
Consultant Services: David Turch & Associates	\$48,000	\$40,000	83.3%	16.7%
Consultant Services: Pavement Condition Update	\$112,000	\$111,870	99.9%	0.1%
Consultant Services: Bridge EIS	\$1,000,000	\$8,027	0.8%	99.2%
Community Liaisons for Hard-to-Reach Populations	\$5,000	\$0	0%	100.0%
Grand Total	\$1,940,250	\$901,241	46.5%	53.5%

*Expenditures rounded to nearest dollar.

Unified Planning Work Program 2025 End-of-Year Report

Figure 4. FY 2024 Revenue by Source



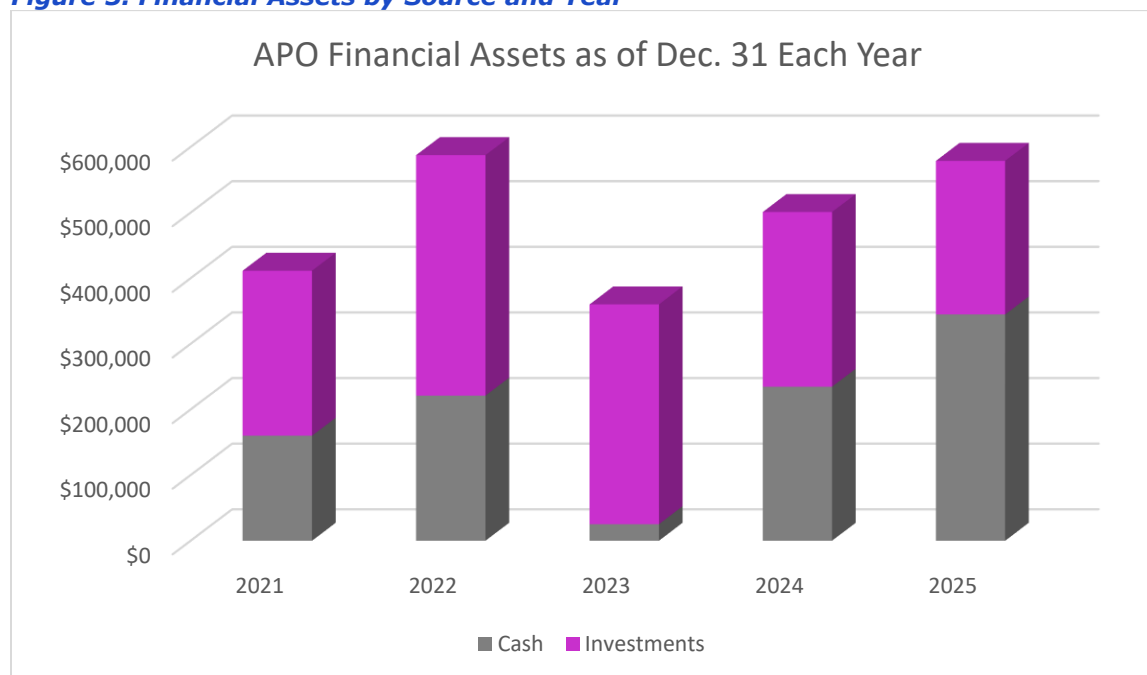
Total APO revenue for FY 2025 was \$1,037,616.

Return on Investment

APO member jurisdictions provided \$131,991 to the APO through their annual assessments (excluding the Lobbyist Assessment). In return, the member jurisdictions were awarded \$12,539,826 in Federal funds and \$1,290,702 in State funding through the Transportation Improvement Program (TIP) in FY 2025 (i.e., \$5,455,440 for transit operations and capital projects, \$8,375,088 for roadway projects). That is a 10,513% return on investment.

Unified Planning Work Program 2025 End-of-Year Report

Figure 5. Financial Assets by Source and Year



Financial assets look low in 2023 because by December 31st we typically have been reimbursed by MnDOT for Q3 expenses. However, on December 31, 2023 we had not yet received that Q3 reimbursement.

Figure 6. FY 2025 Expenses by Selected Categories

	Budget	Expended	% Expended	% Remaining
MnDOT State Grant	\$59,910	\$59,910	100.0%	0.0%
Federal Planning Grant (CPG)	\$677,620	\$650,317	96.0%	4.0%
Congressionally Directed Spending (CDS)	\$800,000	\$6,421.51	0.8%	99.2%
Salaries & Benefits**	\$603,250	\$598,660	99.2%	0.8%
Overhead	\$151,500	\$131,903	87.1%	12.9%
Consultant Studies (excluding CDS and SS4A)	\$117,000	\$111,870	95.6%	4.4%
Safe Streets & Roads for All (SS4A)*	\$0	\$74,854	-	-

*SS4A funds (\$120,000) were budgeted in 2024 but carried over into 2025 when the project was completed.

**Benefits include Social Security and Medicare.

Unified Planning Work Program 2025 End-of-Year Report

Work Elements

100 Administration and Overhead – ON-GOING

Figure 7. FY 2025 Funds Budgeted vs. Funds Expended

Work Activity Category	Total Budget	Total Expended	% Expended	% Remaining
100 Administration & Overhead	\$322,500	\$314,466	97.5%	2.5%

Figure 8. FY 2025 Staff Hours Budgeted vs. Staff Hours Spent

	Hours Budgeted	Hours Expended	% Expended	% Remaining
101 – General	1,492	1,472	98.7%	1.3%
102 – Human Resources & Personnel	128	50.25	39.3%	60.7%
103 – Building Management & Maintenance	8	4	50.0%	50.0%
104 – Staff Development & Training	206	151	73.3%	26.7%
105 – Holiday	624	512	82.1%	17.9%
106 – Vacation	368	523	142.1%	-42.1%
107 – Sick Leave	240	236.14	98.4%	1.6%
108 - Overhead				
Totals	3,066	2,948.4	96.2%	3.8%

Category 100 as shown above includes both staff time and overhead expenses such as office supplies, utilities, postage, etc. The budget for 2025 overhead expenses is shown below.

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Figure 9. FY 2025 Overhead Expenses Budget Breakdown

Line Item	Budget	Expended*	% Expended	% Remaining
Liability Insurance & Workers Comp	\$7,325	\$6,881	93.9%	6.1%
Office Supplies	\$1,750	\$1,513	86.5%	13.5%
Accounting Services	\$61,000	\$62,319	102.2%	-2.2%
Telephone/Postage/Internet	\$6,500	\$6,052	93.1%	6.9%
Travel	\$3,500	\$4,973	142.1%	-42.1%
Professional Development	\$4,000	\$2,065	51.6%	48.4%
Printing/Publishing/Advertising	\$2,250	\$1,159	51.5%	48.5%
Building Maintenance & Utilities	\$19,400	\$11,713	60.4%	39.6%
Legal Services	\$1,500	\$210	14.0%	86.0%
Multifunction Copier	\$1,500	\$1,176	78.4%	21.6%
Dues and Subscriptions	\$5,500	\$2,063	37.5%	62.5%
IT Support & Software	\$32,275	\$26,356	81.7%	18.3%
Equipment and Hardware	\$5,000	\$5,251	105.0%	-5.0%
Miscellaneous	\$0	\$172	-	-
Total	\$151,500	\$131,903	87.1%	12.9%

*Expenditures rounded to nearest dollar

200 Budget and Unified Planning Work Program (UPWP) – ON-GOING

Figure 10. FY 2025 Funds Budgeted vs. Funds Expended

Work Activity Category	Total Budget	Total Expended	% Expended	% Remaining
200 Budget and UPWP	\$12,500	\$10,759	86.1%	13.9%

Figure 11. FY 2025 Staff Hours Budgeted vs. Staff Hours Spent

	Hours Budgeted	Hours Expended	% Expended	% Remaining
201 – Prepare Budget and UPWP	146	125.75	86.1%	13.9%
Totals	146	125.75	86.1%	13.9%

Unified Planning Work Program 2025 End-of-Year Report

300 Transportation Improvement Program (TIP) – ON-GOING

Figure 12. FY 2025 Funds Budgeted vs. Funds Expended

Work Activity Category	Total Budget	Total Expended	% Expended	% Remaining
300 Transportation Improvement Program (TIP)	\$54,000	\$49,142	91.0%	9.0%

Figure 13. FY 2025 Staff Hours Budgeted vs. Staff Hours Spent

	Hours Budgeted	Hours Expended	% Expended	% Remaining
301 – ATP Meetings/Subcommittees	88	73.75	83.8%	16.2%
302 – Annual TIP Development	378	394.5	104.4%	-4.4%
303 – TIP Maintenance & Amendments	101	78	77.2%	22.8%
304 – TIP Project Monitoring & Annual Listing of Projects	62	40	64.5%	35.5%
305 – Regional Infrastructure Investment Plan Development	127	102.25	80.5%	19.5%
Totals	756	688.5	91.1%	8.9%

400 Transportation System Management (TSM) – ON-GOING

Figure 14. FY 2025 Funds Budgeted vs. Funds Expended

Work Activity Category	Total Budget	Total Expended	% Expended	% Remaining
400 Transportation System Management	\$43,750	\$54,551	124.7%	-24.7%

Figure 15. FY 2025 Staff Hours Budgeted vs. Staff Hours Spent

	Hours Budgeted	Hours Expended	% Expended	% Remaining
401 – Performance Measures, Data Collection, Analysis, and Target Setting	633	661.75	104.5%	-4.5%
402 – Transportation System Performance and Target Achievement Report	315	495.5	157.3%	-57.3%
Totals	948	1,157.25	122.1%	-22.1%

Unified Planning Work Program 2025 End-of-Year Report

500 Transportation Project Development – ON-GOING

Figure 16. FY 2025 Funds Budgeted vs. Funds Expended

Work Activity Category	Total Budget	Total Expended	% Expended	% Remaining
500 Transportation Project Development	\$48,000	\$34,968	72.9%	27.1%

Figure 17. FY 2025 Staff Hours Budgeted vs. Staff Hours Spent

	Hours Budgeted	Hours Expended	% Expended	% Remaining
501 – Planning Assistance for Members	160	161.75	101.1%	-1.1%
502 – Consultant Procurement & Contracting	166	150	90.4%	9.6%
503 – Consultant Study Coordination	247	107.5	43.5%	56.5%
504 – Grant Writing & Assistance for Member Jurisdictions	62	31.5	50.8%	49.2%
Totals	635	450.75	71.0%	29.0%

600 Metropolitan Transportation Plan (MTP) – ON-GOING

Figure 18. FY 2025 Funds Budgeted vs. Funds Expended

Work Activity Category	Total Budget	Total Expended	% Expended	% Remaining
600 Metropolitan Transportation Plan	\$59,500	\$4,200	7.1%	92.9%

Figure 19. FY 2025 Staff Hours Budgeted vs. Staff Hours Spent

	Hours Budgeted	Hours Expended	% Expended	% Remaining
601 – MTP Development & Maintenance	791	55	7.0%	93.0%
Totals	791	55	7.0%	93.0%

Unified Planning Work Program 2025 End-of-Year Report

610 Active Transportation Planning – ON-GOING

Figure 20. FY 2025 Funds Budgeted vs. Funds Expended

Work Activity Category	Total Budget	Total Expended	% Expended	% Remaining
610 Active Transportation Planning	\$57,000	\$77,756	136.4%	-36.4%

Figure 21. FY 2025 Staff Hours Budgeted vs. Staff Hours Spent

	Hours Budgeted	Hours Expended	% Expended	% Remaining
611 – Safe Routes to School and Active Transportation Planning Coordination and Technical Assistance	498	457.5	91.9%	8.1%
612 – Active Transportation Advisory Committee	88	64.25	73.0%	27.0%
613 – Regional Active Transportation Plan Development & Maintenance	410	812.25	198.1%	-98.1%
Totals	996	1,334	133.9%	-33.9%

620 Transit Planning – ON-GOING

Figure 22. FY 2025 Funds Budgeted vs. Funds Expended

Work Activity Category	Total Budget	Total Expended	% Expended	% Remaining
620 Transit Planning	\$10,250	\$8,853	86.4%	13.6%

Figure 23. FY 2025 Staff Hours Budgeted vs. Staff Hours Spent

	Hours Budgeted	Hours Expended	% Expended	% Remaining
621 – General Transit Planning, Coordination, and Technical Assistance	142	132.75	93.5%	6.5%
622 – NorthStar Coordination	20	0	0%	100.0%
Totals	162	132.75	81.9%	18.1%

630 Freight Planning & Economic Vitality – ON-GOING

Figure 24. FY 2025 Funds Budgeted vs. Funds Expended

Work Activity Category	Total Budget	Total Expended	% Expended	% Remaining
630 Transit Planning	\$5,250	\$411	7.8%	92.2%

Unified Planning Work Program 2025 End-of-Year Report

Figure 25. FY 2025 Staff Hours Budgeted vs. Staff Hours Spent

	Hours Budgeted	Hours Expended	% Expended	% Remaining
631 - Freight Planning, Coordination & Technical Assistance	24	1	4.2%	95.8%
632 - Transportation-Related Economic Development Planning, Coordination & Technical Assistance	44	4	9.1%	90.9%
Totals	68	5	7.4%	92.6%

640 Safety, Security & Environmental – ON-GOING

Figure 26. FY 2025 Funds Budgeted vs. Funds Expended

Work Activity Category	Total Budget	Total Expended	% Expended	% Remaining
640 Transit Planning	\$15,750	\$21,734	138.0%	-38.0%

Figure 27. FY 2025 Staff Hours Budgeted vs. Staff Hours Spent

	Hours Budgeted	Hours Expended	% Expended	% Remaining
641 - Safety & Security Planning, Coordination & Technical Assistance	160	283.5	177.2%	-77.2%
642 - Transportation Resiliency, Energy Conservation, Environmental Impacts & Mitigation Analysis	50	1.5	3.0%	97.0%
Totals	210	285	135.7%	-35.7%

700 Transportation Planning Coordination & Meetings – ON-GOING

Figure 28. FY 2025 Funds Budgeted vs. Funds Expended

Work Activity Category	Total Budget	Total Expended	% Expended	% Remaining
700 Transportation Planning Coordination & Meetings	\$97,500	\$101,242	103.8%	-3.8%

Unified Planning Work Program 2025 End-of-Year Report

Figure 29. FY 2025 Staff Hours Budgeted vs. Staff Hours Spent

	Hours Budgeted	Hours Expended	% Expended	% Remaining
701 – General Meeting Coordination and Attendance	429	384	89.5%	10.5%
702 – APO Committee & Board Meetings	530	628	118.5%	-18.5%
703 – Public Outreach, Engagement, Website & Social Media	292	241.5	82.7%	17.3%
704 – Evaluation and Coordination of Plans from Member Jurisdictions	105	0	0.0%	100.0%
705 – Develop & Maintain Stakeholder Engagement Plan & Title VI Compliance Plan	108	132	122.2%	-22.2%
706 – Annual Report for SEP and Title VI Compliance/Effectiveness	167	163.25	97.8%	2.2%
Totals	1,631	1,548.75	95.0%	5.0%

800 Transportation Data – ON-GOING

Figure 30. FY 2025 Funds Budgeted vs. Funds Expended

Work Activity Category	Total Budget	Total Expended	% Expended	% Remaining
800 Transportation Data	\$22,250	\$38,705	174.0%	-74.0%

Figure 31. FY 2025 Staff Hours Budgeted vs. Staff Hours Spent

	Hours Budgeted	Hours Expended	% Expended	% Remaining
801 – Network & TAZ Data Collection & Analysis	93	256.75	276.1%	-176.1%
802 – CUBE Travel Demand Model Development & Operations	57	135.5	237.7%	-137.7%
803 – GIS Database Development & Mapping	338	350	103.6%	-3.6%
Totals	488	742.25	152.1%	-52.1%

Unified Planning Work Program 2025 End-of-Year Report

900 Locally Funded Activities – ON-GOING

Figure 32. FY 2025 Funds Budgeted vs. Funds Expended

Work Activity Category	Total Budget	Total Expended	% Expended	% Remaining
901 – Legislative Communications	\$6,500	\$7,800	120.0%	-20.0%
902 – Travel for Legislative Communications	\$5,000	\$4,857	97.1%	2.9%
903 – Audit	\$15,000	\$12,200	81.3%	18.7%
904 – MN Transportation Alliance	\$500	\$0	0%	100.0%
Totals	\$27,000	\$24,857	92.1%	7.9%

Figure 33. FY 2025 Staff Hours Budgeted vs. Staff Hours Spent

Work Activity Category	Hours Budgeted	Hours Expended	% Expended	% Remaining
901 – Legislative Communications	75	105	140.0%	-40.0%
Totals	75	105	140.0%	-40.0%

Pavement Condition Update - COMPLETED

Figure 34. FY 2025 Funds Budgeted vs. Funds Expended

Work Activity Category	Total Budget	Total Expended	% Expended	% Remaining
Pavement Condition Update	\$112,000	\$111,870	99.9%	0.1%

Bridge Tier 1 Environmental Impact Statement – IN-PROGRESS

Figure 35. FY 2024 Funds Budgeted vs. Funds Expended

Work Activity Category	Total Budget	Total Expended	% Expended	% Remaining
Bridge Tier 1 EIS	\$1,000,000	\$8,027	0.8%	99.2%

Community Liaisons for Hard to Reach Populations – ON-GOING

Figure 35. FY 2024 Funds Budgeted vs. Funds Expended

Work Activity Category	Total Budget	Total Expended	% Expended	% Remaining
Community Liaisons	\$5,000	\$0	0%	100.0%

Unified Planning Work Program 2025 End-of-Year Report

Safe Streets and Roads for All – COMPLETED

Figure 37. FY 2024 Funds Budgeted vs. Funds Expended

Work Activity Category	Total Budget	Total Expended	% Expended	% Remaining
2024	\$150,000	\$75,120	50.1%	49.9%
2025		\$74,854	49.9%	0.0%
Total	\$150,000	\$149,974	100.0%	0.0%



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: Staff report of the March 26, 2026, Technical Advisory Committee meeting
DATE: March 26, 2026

The Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) held a regular meeting on Thursday, March 26, 2026. At that meeting, the following topics were discussed:

1. Consideration of the FY 2026-2029 Transportation Improvement Program (TIP) Amendments

- a. Saint Cloud APO Senior Transportation Planner Vicki Johnson provided a brief summary of the two proposed changes to the APO's FY 2026-2029 Transportation Improvement Program (TIP).
 - i. MnDOT and Saint Cloud APO: Adding the MN 15 preliminary engineering, design, and larger corridor study project to TIP. This project was successfully awarded \$2.5 million in Minnesota's Corridors of Commerce Readiness Advancement Program funding.
 - ii. Stearns County: Extending the scope of the CSAH 75 traffic signal revision project from its terminus at Washington Memorial Drive to 43rd Street S near McStop in Saint Cloud.

Ms. Johnson provided a summary of the 30-day public comment period.

APO TAC representatives recommended Policy Board approval of the proposed amendments as presented.

2. Consideration of the 2025 Stakeholder Engagement Plan Annual Report (SEPAR)

- a. APO Associate Transportation Planner Alex McKenzie reviewed the purpose of the SEPAR and how the document is designed to provide an annual review of public outreach efforts conducted by APO staff as well as contracted consulting firms. The SEPAR includes a summary of public outreach activities and a review of communication tools utilized. The document also tracks participation levels and provides an evaluation and recommendations for how public engagement can be improved.

Mr. McKenzie has proposed the following recommendations for APO staff/consultants to consider applying to improve engagement in 2026 (and beyond):

- i. Incorporate community impact profiles into TIP outreach.
- ii. Implement platform-specific outreach strategies to improve digital engagement.
- iii. Transition from Active Transportation Advisory Committee (ATAC) to a

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Citizens' Transportation Advisory Committee (CTAC).

- iv. Strengthen regional message amplification through member jurisdiction coordination.

APO TAC representatives recommended Policy Board approval of the 2025 SEPAR as presented.

3. Consideration of the FY 2026-2030 Regional Infrastructure Investment Plan (RIIP)

- a. Ms. Johnson discussed the purpose of the Regional Infrastructure Investment Plan (RIIP). The document functions as a supplementary document to the Transportation Improvement Program (TIP) – providing a one-stop-shop for all transportation infrastructure projects occurring within the APO's planning area regardless of funding source. Sources for the document come from approved jurisdictional capital improvement plans (CIPs) as well as MnDOT District 3's Capital Highway Investment Plan (CHIP).

Ms. Johnson reviewed a few modifications that were submitted from Stearns County. She concluded her presentation with outlining future goals for the document and how APO staff can assist TAC representatives with interjurisdictional coordination.

Saint Cloud Community Development Director Matt Glaseaman requested the RIIP be updated with the most recent approved CIP information. MnDOT District 3 Planning Director Steve Voss also commented that changes regarding the MN 23 mill and overlay project through Waite Park slated for 2028 is most likely going to be modified.

APO TAC representatives recommended Policy Board approval to publish with the modifications requested/made by Stearns County, City of Saint Cloud, and MnDOT District 3.

4. Consideration of the 2024 Transportation Performance Monitoring Report (TPMR)

- a. APO Transportation Planning Technician James Stapfer introduced the Transportation Performance Monitoring Report (TPMR) and its role in documenting federal and local performance measures and providing data to help jurisdictions prioritize projects and funding based on system performance.

Mr. Stapfer highlighted safety, pavement and bridge condition, system reliability, transit ridership, and environmental trends in water quality and air quality.

APO TAC representatives recommended Policy Board approval to publish the TPMR as presented.

5. Consideration of a one-year pilot of the Citizens' Transportation Advisory Committee (CTAC)

- a. Building on the TAC discussion from October 2025, Mr. McKenzie outlined the proposed purpose of the CTAC as a regional group of citizens representing all modes of transportation tasked with being a regional think tank for transportation issues as well as supporting various public engagement efforts conducted by APO staff. This group would essentially replace the APO's Active Transportation Advisory Committee with a more multimodal approach.

Mr. McKenzie stated the CTAC will not be a formal plan review body, will not be a decision-making or voting group, and will not serve as a replacement for

local planning commissions.

Mr. McKenzie outlined a proposed membership and meeting structure. He also reviewed and provided suggestions as for ways TAC representatives can utilize the CTAC. Mr. McKenzie specified action taken today would be to recommend a one-year pilot of this group. If successful, moves will be made to formerly disband the ATAC, possibly create bylaws for the CTAC, as well as amending TAC bylaws.

TAC representatives recommended Policy Board approval to establish a one-year pilot of the CTAC.

6. Other Business and Announcements

- a. Ms. Johnson stated the APO is currently doing public engagement on several transit amendments through April 18. She also requested financial information and Annual Listing of Obligated Projects (ALOP) information be turned in by March 27 to aid in the development of the 2027-2030 TIP. Ms. Johnson also recapped various solicitations and discussed information emailed to TAC representatives – traffic counter suggestions and the draft Notice of Funding Opportunity (NOFO) for the federal Safe Streets and Roads for All (SS4A) discretionary grant program.

Suggested Action: None, informational.



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

T. 320.252.7568 F. 320.252.6557

TO: Policy Board
FROM: Alex McKenzie, Associate Transportation Planner
RE: Establishment of a Citizens' Transportation Advisory Committee (CTAC)
DATE: March 31, 2026

The Active Transportation Advisory Committee (ATAC) is a subcommittee of the Technical Advisory Committee (TAC), established to provide input on walking, biking, and other non-motorized transportation topics within the APO planning area. It functions as a discussion-based forum to share feedback and inform planning efforts. While ATAC has supported regional planning in this role, participation has been limited in recent years, and meetings have often lacked consistent materials to support meaningful discussion. In response, APO staff presented a proposal to transition to a Citizens' Transportation Advisory Committee (CTAC) to the TAC, which supported moving forward with the refined structure outlined below to provide a broader, more structured forum for community input across all modes of transportation.

Proposed Purpose

The CTAC would serve as a regional forum to support transportation planning by:

- ❖ Bringing forward community perspectives and lived experiences.
- ❖ Identifying emerging issues and trends.
- ❖ Supporting public engagement efforts.
- ❖ Providing a regional lens on topics that extend beyond a single jurisdiction.

The intent is to complement, not duplicate, the role of local planning commissions.

Advisory Role

CTAC would be advisory only.

- ❖ It would not vote on plans, score projects, or make formal recommendations.
- ❖ Input would be shared with the TAC through staff summaries of key discussion themes.
- ❖ Final technical review and recommendations would remain with the TAC and Policy Board.

This approach keeps the process efficient while still incorporating community insight.

Membership Structure

The proposed structure is designed to balance consistency with openness:

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- ❖ Approximately 12 appointed members representing the region.
- ❖ Members selected through an open application process.
- ❖ Appointments recommended by TAC and confirmed by the Policy Board.
- ❖ Two-year staggered terms, with a maximum of two consecutive terms.
- ❖ Meetings open to the public to encourage broader participation.

The goal is to reflect a range of perspectives, including different communities and transportation experiences.

Meeting Approach

- ❖ Quarterly meetings, with flexibility as needed.
- ❖ Staff-facilitated, discussion-based format.
- ❖ Materials provided in clear, accessible language.
- ❖ Focus on dialogue rather than formal action or voting.

Transition from ATAC

As part of this shift:

- ❖ The CTAC would replace the existing ATAC.
- ❖ The ATAC ex-officio seat on TAC would be removed due to limited recent participation.
- ❖ Opportunities for public attendance and cross-participation would remain available.

One-Year Pilot

TAC recommends establishing CTAC as a one-year pilot to evaluate its effectiveness.

During this period, the APO will assess:

- ❖ Participation and representation.
- ❖ Quality and usefulness of discussions.
- ❖ Value to regional planning efforts.
- ❖ Overall structure and meeting format.

At the end of the pilot year, staff will provide a summary and recommendation on whether to continue, modify, or discontinue the committee.

Next Steps

If approved, the APO will:

- ❖ Open a public application process.
- ❖ Coordinate with local jurisdictions to share the opportunity.
- ❖ Provide periodic updates and a final evaluation to TAC and the Policy Board.

Suggested Action: Recommend approval of a one-year pilot Citizens' Transportation Advisory Committee (CTAC) to replace the existing Active Transportation Advisory Committee (ATAC).



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: James Stapfer, Planning Technician
RE: 2024 Transportation Performance Monitoring Report
DATE: March 30, 2026

The Transportation Performance Monitoring Report (TPMR) includes a set of performance measures that will 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. This performance-based approach is meant to improve accountability of Federal transportation investments, assess risks related to different performance levels, and increase transparency. The report serves as 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.

The APO's Technical Advisory Committee (TAC) met on March 26, 2026, and recommended Policy Board approval to publish the document.

To view the full 2024 TPMR, please follow this link: <https://stcloudapo.org/wp-content/uploads/2026/03/2024-TPMR-FINAL-1.pdf>

Suggested Action: Policy Board approval to publish.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Alex McKenzie, Associate Transportation Planner
RE: 2025 Stakeholder Engagement Plan Annual Report (SEPAR)
DATE: March 31, 2026

The Stakeholder Engagement Plan Annual Report (SEPAR) documents how the APO engaged residents, stakeholders, and partner agencies in transportation planning activities during the 2025 calendar year. The report summarizes public involvement efforts and evaluates how those activities supported the APO's planning and decision-making processes.

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 requirements, including Title VI, ADA, and Limited English Proficiency (LEP) requirements.

Purpose of the Report

The SEPAR serves several key functions for the APO:

- ❖ Documents outreach and engagement activities conducted during the year.
- ❖ Evaluates how effectively engagement methods reached residents and stakeholders.
- ❖ Tracks engagement trends and participation over time.
- ❖ Identifies opportunities to improve outreach and communication strategies.

By reviewing engagement activities annually, the APO can refine its approach and continue improving opportunities for meaningful public participation.

What the Report Includes

The report provides an overview of engagement activities conducted across a range of planning efforts and communication platforms. Major sections include:

- ❖ Overview of the Stakeholder Engagement Plan (SEP).
- ❖ Community participation approaches and outreach methods.
- ❖ Engagement activities associated with APO plans, studies, and programs.
- ❖ Digital engagement metrics and communication tools.
- ❖ Evaluation of outreach efforts and recommendations for improvement.

Together, these sections provide a comprehensive summary of how the APO communicates with the public and incorporates input into regional transportation planning.

To review the full document, visit: <https://stcloudapo.org/wp-content/uploads/2026/03/1.-DRAFT-2025-SEPAR.pdf>

Suggested Action: Recommend approval to publish the 2025 Stakeholder Engagement Plan Annual Report (SEPAR).



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: Messaging for Washington DC
DATE: March 31, 2026

This year, our trip to Washington DC is planned for the week of April 13th so that we can still have influence on the transportation reauthorization bill.

Which raises the question: what do we want to tell people or ask for while we are there?

Here is a summary of what we discussed last Autumn:

NOW:

- Support changing wetland mitigation requirements from 2:1 to 1:1
- Continue supporting revolving loan funds for municipalities
- Ensure the administration honors St. Cloud's "poop-to-power" grant agreement
- Support increasing airport Passenger Facility Charge from \$4.50 to \$9.00 in the next reauthorization bill

1-3 YEARS:

- Support Benton County's BUILD (RAISE) grant application for CSAH 1 (Mayhew Lake Road)
- Support request for Congressionally Directed Spending to reconstruct 322nd Street

3-5 YEARS:

- Support grant application or request for Congressionally Directed Spending to reconstruct MN-15/MN-23 intersections in St. Cloud
- Support grant application or request for Congressionally Directed Spending to implement improvements on US-10 south of MN-23

MORE THAN 5 YEARS:

- Support grant applications or request for Congressionally Directed Spending to construct a new bridge over the Mississippi River Bridge at 33rd Street South, along with roadway corridor connecting to US-10

Should that continue to be our message or do you want to change it?