

## AGENDA

### APO POLICY BOARD MEETING

**THURSDAY, MAY 14, 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 April 9, 2026, Policy Board Meeting (*Attachment A*)
  - b. Approve April Bills Lists (*Attachment B*)
  - c. Approve FY 2026-2029 Transportation Improvement Program (TIP) Amendments (*Attachments C1 & C2*)
  - d. Receive Report on Technical Advisory Committee Meeting (*Attachment D*)
  - e. Receive Report on Central Minnesota Area Transportation Partnership (ATP-3) Meeting – (*Attachment E*)
6. Consider Publishing the Regional Evaluation of Counts for Active Planning (RECAP) (*Attachment F*), Alex McKenzie, Associate Transportation Planner
  - a. **Suggest Action: Approve**
7. Receive Presentation on Final Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan (*Attachment G*), Brian Gibson, Executive Director
  - a. **Suggested Action: None, Informational Only**
8. Other Business & Announcements
9. Adjournment

## **English**

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

## **Somali**

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

## **Spanish**

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

**Saint Cloud Area Planning Organization Policy Board  
Thursday, April 9, 2026  
4:30 p.m.**

A regular meeting of the Saint Cloud Area Planning Organization Policy Board was held on Thursday, April 9, 2026, at 4:30 p.m. Chair Jared Gapinski presided with the following members present:

Raeanne Danielowski	Sherburne County
Joe Perske	Stearns County
Jake Anderson	City of Saint Cloud
Mike Conway	City of Saint Cloud
Scott Brodeen	City of Saint Cloud
Frank Theisen	City of Waite Park
Adam Scepaniak	City of Saint Joseph
Jeff Westerlund	Le Sauk Township
Michael Kedrowski	Metro Bus (alternate)

Also, in attendance were:

Brian Gibson	Saint Cloud APO
Vicki Johnson	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
James Stapfer	Saint Cloud APO
Randy Espring	Resident
Megan Knight	Larkin Hoffman Public Affairs

Policy Board members who were absent:

Tim Elness	City of Sartell
Dottie Seamans	City of Sauk Rapids

## **1. PLEDGE OF ALLEGIANCE**

## **2. INTRODUCTIONS**

## **3. APPROVAL OF AGENDA**

*Mr. Theisen motioned to approve the agenda as presented. Mr. Scepaniak seconded the motion. Motion carried.*

## **4. PUBLIC COMMENT PERIOD**

No one spoke during the public comment period.

## 5. APPROVE CONSENT AGENDA ITEMS

The following items were listed as part of the Consent Agenda:

- a. Approve minutes of Feb. 12, 2026, Policy Board meeting.
- b. Approve February and March bills lists
- c. Approve FY 2026-2029 Transportation Improvement Program (TIP) Amendments.
- d. Approve FY 2026-2030 Regional Infrastructure Investment Plan (RIIP).
- e. Receive 2025 Unified Planning Work Program (UPWP) Performance Report.
- f. Receive report on Technical Advisory Committee (TAC) meeting.

***Mr. Anderson motioned to approve the Consent Agenda. Mr. Theisen seconded the motion. Motion carried.***

## 6. CONSIDER ONE YEAR PILOT OF THE CITIZENS' TRANSPORTATION ADVISORY COMMITTEE (CTAC)

APO Associate Transportation Planner Alex McKenzie provided an overview of the proposed Citizens' Transportation Advisory Committee (CTAC). This included a brief history of the existing Technical Advisory Committee (TAC) subcommittee – the Active Transportation Advisory Committee (ATAC). Mr. McKenzie stated the role the ATAC has played when it comes to advising the TAC on bicycle and pedestrian issues, especially during the development of the Regional Active Transportation Plan. However, outside of that work, the committee has remained rather dormant. The proposed CTAC will not only encompass bicycle and pedestrian issues, but will focus on a broader range of transportation issues facing the region.

Mr. McKenzie outlined the proposed role the CTAC would play in the APO's organizational structure – serving as an advisory body, an outlet to strengthen public engagement and outreach, a means to elevate lived experience and community perspectives, and a forum to discuss regional transportation issues. Mr. McKenzie discussed the proposed membership structure (12 members with appointments confirmed by the Policy Board) and meeting structure (quarterly meetings with APO staff facilitated discussion).

Mr. McKenzie stated that if the TAC and Policy Board agree to continue the CTAC, the ATAC would be formally dissolved. Mr. McKenzie asked Policy Board members to approve a one-year pilot of the CTAC to begin in May 2026.

Mr. Anderson stated he liked the concept of the CTAC and would support a one-year pilot. Mr. Conway and Mr. Gapinski cautioned Mr. McKenzie about membership – both expressing concerns about who would and who would not be able to serve on the CTAC. Mr. Gibson spoke up regarding a similar effort he had when working at the Oahu MPO in Honolulu where participants of a CTAC became like “ambassadors” on regional transportation issues.

***Mr. Anderson motioned to approve a one-year pilot Citizens' Transportation Advisory Committee (CTAC) to replace the existing Active Transportation Advisory Committee (ATAC). Mr. Conway seconded the motion. Motion carried.***

## **7. CONSIDER PUBLICATION OF THE 2024 TRANSPORTATION PERFORMANCE MONITORING REPORT (TPMR)**

APO Transportation Planning Technician James Stapfer discussed the purpose of the TPMR document as a means in which the APO can track federal and local performance measures. By tracking these measures, the APO can work to better prioritize projects and funding to best serve the needs of the region.

As part of the recap of the TPMR, Mr. Stapfer highlighted key datasets from the report. This included the following:

- Safety
  - There was a 63% increase in serious injury crashes (five-year rolling average) between 2015 and 2024.
  - Four corridors in the Saint Cloud area listed on the region's High Injury Network include 33<sup>rd</sup> Avenue, Ninth Avenue, MN 15, and Division Street.
- Infrastructure
  - Over the past three years, bridges in good condition for both the National Highway System (NHS) and all bridges have dropped. However, most of these decreases in condition are bridges moving from "good" to "fair" as opposed to "fair" to "poor." No bridges on the NHS are in poor condition. One bridge in Sherburne County is in poor condition but slated to be replaced in 2027.
  - Roughly 80% of I-94 pavement condition in the APO's planning area is in good condition. Only 0.3% is in poor condition.
  - For non-Interstate NHS pavement condition, 58.8% is in good condition with 0.4% in poor condition. MnDOT has several projects programmed in the near future to help improve some of the fair and poor non-Interstate NHS pavement.
- System Reliability
  - The region's Interstate mileage is considered reliable. There are some minimal non-Interstate NHS sections that have reliability issues including at the MN 23/CSAH 75/MN 15 intersections. The MN 23/US 10 interchange was also flagged as being unreliable, however, the data was collected prior to the full completion of this project. It is anticipated that this section will be improved in the 2025 TPMR.
- Transit
  - Overall fixed route transit is slowly growing, but remains well below pre-COVID numbers.
  - Dial-a-Ride transit service has grown – nearly reaching pre-COVID numbers.

- Metro Bus assets (i.e., buses) have been struggling to stay in a state of good repair – primarily due to the shortages and delays experienced during and post-COVID.

Mr. Conway expressed concerns about the proposed J-turns MnDOT is planning for MN 23 at Bel Clare Drive (Waite Park) and Stearns CSAH 8 (Rockville). He and others indicated the existing J-turn near Rollie's in Benton County is not working well. Board members expressed the need for better solutions instead of J-turns.

***Mr. Scepaniak motioned to approve the 2024 Transportation Performance Monitoring Report. Mr. Anderson seconded the motion. Motion carried.***

## **8. CONSIDER 2025 STAKEHOLDER ENGAGEMENT PLAN ANNUAL REPORT (SEPAR)**

Mr. McKenzie outlined the purpose of the SEPAR – providing an annual report of APO engagement activities. He stated the document serves as a review of outreach efforts and helps APO staff identify strengths and opportunities for improvement when it comes to public participation.

The SEPAR contains four main components.

- Outreach Activities: Documentation of public meetings and events.
- Communication Tools: Metrics related to the APO's social media accounts.
- Participation Tracking: Review of demographic insights and participation levels in various outreach events.
- Evaluation and Improvements.

Some of the highlights Mr. McKenzie discussed were the continued growth in digital engagement with Nextdoor, Facebook, and Instagram all experiencing about a 10% increase in followers in 2025. Online engagement tends to be the primary generator of public input. Youth, immigrants, people of color, lower income households, and people with disabilities are underrepresented when it comes to participation in APO public engagement events.

Mr. McKenzie is proposing APO staff explore the following as a means to boost/improve public engagement going forward.

- Incorporate community impact profiles into TIP outreach.
- Implement platform-specific outreach strategies to improve digital engagement.
- Transition from the Active Transportation Advisory Committee (ATAC) to a Citizens' Transportation Advisory Committee (CTAC).
- Strengthen regional message amplification through member jurisdiction coordination.

***Mr. Anderson motioned to approve the 2025 Stakeholder Engagement Plan Annual Report. Mr. Theisen seconded the motion. Motion carried.***

## **9. CONSIDER MESSAGING FOR WASHINGTON, D.C. TRIP**

APO Executive Director Brian Gibson stated with the Washington, D.C. trip happening next week (April 13-16), he was wanting to make sure to prepare messaging and provide it to the APO's lobbyist. Mr. Gibson provided a sample message to Congress based on what was discussed during the last APO D.C. trip in October.

Mr. Gibson also drew attention to a handout provided to Policy Board members regarding a summary of the Bridges and Safety Infrastructure for Community Success (BASICS) Act. This document, while not legislation, serves as a good starting point for discussions surrounding the federal transportation authorization bill. Mr. Gibson pointed out several interesting points outlined in the one-page summary including changing the ratio of bridge funding from 85% state/15% local to 75% state/25% local. Additionally, the BASICS one-pager outlines support for increasing budgets for MPOs and eliminating the local match component required.

Mr. Gibson stated the BASICS Act is supported by several national organizations including the National Association of Counties (NACo), National League of Cities (NLC), and the Association of Metropolitan Planning Organizations (AMPO).

Consensus among Policy Board members indicated support for the BASICS Act, especially with the proposed change to the bridge funding ratio.

Mr. Perske floated the possibility of having a meeting with NACo Associate Legislative Director for Transportation Ben Gilsdorf on Tuesday, April 14. He also stated he would be supportive of advocating for improvements to MN 23 as proposed by the Highway 23 coalition. This would include four lanes from Foley to Milaca and work on the corridor between Foley and I-35.

Megan Knight, Director of Federal Affairs with Larkin Hoffman Public Affairs, was phoned into the meeting at this time.

Ms. Knight outlined the itinerary for the D.C. Trip which would include a strategy meeting on Tuesday evening. Wednesday, April 15, would include meetings with Rep. Emmer, Sen. Smith, and Sen. Klobuchar. Thursday, April 16 would include a breakfast/coffee meeting with Sen. Smith and Sen. Klobuchar.

Mr. Anderson stated the importance of addressing continued support for revolving loan funds for municipalities. Mr. Gapinski stated Benton County's CSAH 1 project was chosen for consideration for earmark funding. Continued support of this project was also requested.

Mr. Anderson had posed a question to Mr. Theisen regarding the beltline connection phase from 33<sup>rd</sup> Street S to MN 23 through Waite Park and if it would be appropriate to place this on the radar. Caution was expressed about not wanting to overwhelm congressional delegates with too much.

Mr. Gibson will firm up the congressional messaging and provide to Ms. Knight by Friday morning (April 10).

## **10. OTHER BUSINESS**

Mr. Perske stated Stearns County is seeking to apply for the Central Minnesota Area Transportation Partnership (ATP-3's) Carbon Reduction Program (CRP) to connect the Beaver Islands Trail from County Road 143 to Warner Lake Park.

Mr. Perske also stated there has been discussion at the state level about postponing the greenhouse gas emissions (GhG) mitigation planning for capacity expansion projects from taking effect in 2027 to first starting in 2028.

## **11. ADJOURNMENT**

***Mr. Anderson motioned to adjourn the meeting. Mr. Gapinski adjourned the meeting at 5:50 p.m.***

# St Cloud Area Planning Organization

## Transaction List by Vendor

April 1-30, 2026

DATE	AMOUNT	ACCOUNT FULL NAME
Abdo LLP		
04/01/2026	2,285.00	6602 Accounting Services
<b>Total for Abdo LLP</b>	<b>\$2,285.00</b>	
Adobe Creative Cloud		
04/08/2026	69.99	6609 IT Support & Software
04/11/2026	69.99	6609 IT Support & Software
04/17/2026	21.59	6609 IT Support & Software
04/21/2026	21.59	6609 IT Support & Software
<b>Total for Adobe Creative Cloud</b>	<b>\$183.16</b>	
ADP Tax		
04/03/2026	5,558.41	
04/20/2026	5,504.62	
<b>Total for ADP Tax</b>	<b>\$11,063.03</b>	
AFLAC		
04/03/2026	923.64	2150 Payroll Benefits Payable:2150.5 Aflac Payable
04/13/2026	923.64	2150 Payroll Benefits Payable:2150.5 Aflac Payable
<b>Total for AFLAC</b>	<b>\$1,847.28</b>	
BCBS of MN		
04/02/2026	5,505.73	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
<b>Total for BCBS of MN</b>	<b>\$5,505.73</b>	
Delta Dental		
04/14/2026	306.75	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
<b>Total for Delta Dental</b>	<b>\$306.75</b>	
HealthEquity		
04/01/2026	4.00	6560A Wages and Benefits:6600 Employee Benefits:6600.6 HSA Account
<b>Total for HealthEquity</b>	<b>\$4.00</b>	
Intuit		
04/05/2026	115.00	6609 IT Support & Software
<b>Total for Intuit</b>	<b>\$115.00</b>	
Larkin Hoffman Public Affairs Inc		
04/10/2026	6,000.00	902 Ineligible Fed Reimbursemt:902.10 Washington Lobbyist
<b>Total for Larkin Hoffman Public Affairs Inc</b>	<b>\$6,000.00</b>	
League of MN Cities Insur Trust P&C		
04/21/2026	5,592.00	6615 Insurance - Office
<b>Total for League of MN Cities Insur Trust P&amp;C</b>	<b>\$5,592.00</b>	
Loffler Companies		
04/01/2026	57.45	6608 Multifunction Copier
<b>Total for Loffler Companies</b>	<b>\$57.45</b>	

# St Cloud Area Planning Organization

## Transaction List by Vendor

April 1-30, 2026

DATE	AMOUNT	ACCOUNT FULL NAME
Mailchimp.com		
04/02/2026	20.00	6605 Printing & Publishing
<b>Total for Mailchimp.com</b>	<b>\$20.00</b>	
Menards		
04/08/2026	15.18	6606 Utilities and Maintenance
<b>Total for Menards</b>	<b>\$15.18</b>	
Metro Sales Inc		
04/01/2026	1,342.58	6609 IT Support & Software
<b>Total for Metro Sales Inc</b>	<b>\$1,342.58</b>	
MN PERA		
04/03/2026	2,597.67	2150 Payroll Benefits Payable:2150.1 PERA Payable
04/20/2026	2,573.24	2150 Payroll Benefits Payable:2150.1 PERA Payable
<b>Total for MN PERA</b>	<b>\$5,170.91</b>	
OpenAI		
04/23/2026	75.00	6609 IT Support & Software
04/27/2026	21.85	6609 IT Support & Software
<b>Total for OpenAI</b>	<b>\$96.85</b>	
Open Point		
04/13/2026	7,500.00	6609 IT Support & Software
<b>Total for Open Point</b>	<b>\$7,500.00</b>	
Principal Mutual Life Insurance		
04/15/2026	299.51	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
<b>Total for Principal Mutual Life Insurance</b>	<b>\$299.51</b>	
SFM		
04/07/2026	738.00	6615 Insurance - Office:6615.01 Workers Compensation
<b>Total for SFM</b>	<b>\$738.00</b>	
Shutterstock.com		
04/09/2026	29.00	6605 Printing & Publishing
<b>Total for Shutterstock.com</b>	<b>\$29.00</b>	
Stearns Electric Association		
04/06/2026	192.78	6606 Utilities and Maintenance:6606.1 Utilities
<b>Total for Stearns Electric Association</b>	<b>\$192.78</b>	
Traut Companies		
04/22/2026	130.00	6606 Utilities and Maintenance:6606.2 Maintenance
<b>Total for Traut Companies</b>	<b>\$130.00</b>	
USPS		
04/27/2026	35.90	6603 Communications:6603.2 Postage
<b>Total for USPS</b>	<b>\$35.90</b>	

# St Cloud Area Planning Organization

## Transaction List by Vendor

April 1-30, 2026

DATE	AMOUNT	ACCOUNT FULL NAME
Weisman Cleaning Inc		
04/30/2026	150.00	6606 Utilities and Maintenance:6606.2 Maintenance
<b>Total for Weisman Cleaning Inc</b>	<b>\$150.00</b>	
West Central Sanitation, Inc		
04/01/2026	59.55	6606 Utilities and Maintenance:6606.1 Utilities
<b>Total for West Central Sanitation, Inc</b>	<b>\$59.55</b>	
WSP USA Inc		
04/15/2026	14,182.60	
<b>Total for WSP USA Inc</b>	<b>\$14,182.60</b>	
Xcel Energy		
04/07/2026	180.47	6606 Utilities and Maintenance:6606.1 Utilities
<b>Total for Xcel Energy</b>	<b>\$180.47</b>	
<b>TOTAL</b>	<b>\$63,102.73</b>	



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

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**TO:** Saint Cloud Area Planning Organization Policy Board  
**FROM:** Vicki Johnson, Senior Transportation Planner  
**RE:** FY 2026-2029 Transportation Improvement Program Amendments  
**DATE:** April 30, 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 is attached.

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.

At the April 30, 2026, Technical Advisory Committee (TAC) meeting, TAC representatives recommended Policy Board approval of these amendments.

**Suggested Action:** Approval.



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

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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"> <li>• Display manifests.</li> <li>• Allow for navigation.</li> <li>• Connect to internal systems for Operator communications and manifest adjustment.</li> <li>• Can be connected to display and announcement systems to share messaging to ensure ADA compliance.</li> <li>• Display route information where applicable.</li> <li>• Must connect to the internal communication systems of the bus for integration with other safety and operational equipment installed on the bus.</li> <li>• Adjust for detours.</li> </ul> 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
<b>Saint Cloud Metro Bus</b>  <b>TRF-0048-26K</b>	<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"> <li>• Display manifests.</li> <li>• Allow for navigation.</li> <li>• Connect to internal systems for Operator communications and manifest adjustment.</li> <li>• Can be connected to display and announcement systems to share messaging to ensure ADA compliance.</li> <li>• Display route information where applicable.</li> <li>• Must connect to the internal communication systems of the bus for integration with other safety and operational equipment installed on the bus.</li> <li>• Adjust for detours.</li> </ul> <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>
<b>Saint Cloud Metro Bus</b>  <b>TRF-0048-26K</b>	<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>
<b>Saint Cloud Metro Bus</b>  <b>TRF-0048-26M</b>	<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>
<b>Saint Cloud Metro Bus</b>  <b>TRF-0048-26M</b>	<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>
<b>Saint Cloud Metro Bus</b>  <b>TRF-0048-26J</b>	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.
<b>Saint Cloud Metro Bus</b>  <b>TRF-0048-26J</b>	"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><b>Saint Cloud Metro Bus</b></p> <p><b>TRF-0048-26J</b></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><b>Saint Cloud Metro Bus</b></p> <p><b>TRF-0048-26J</b></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><b>Saint Cloud Metro Bus</b></p> <p><b>TRF-0048-26L</b></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><b>Saint Cloud Metro Bus</b></p> <p><b>TRF-0048-26L</b></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><b>Saint Cloud Metro Bus</b></p> <p><b>TRF-0048-26L</b></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 <a href="https://tinyurl.com/4de539sr">Metro Bus Forward</a> (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>
<b>Saint Cloud Metro Bus</b>  <b>TRF-0048-26L</b>	<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 <a href="https://tinyurl.com/4de539sr">Metro Bus Forward</a> (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>
<b>Saint Cloud Metro Bus</b>  <b>TRF-0048-26L</b>	<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."	<p>based on location and required parcel size while also remaining fiscally responsible with taxpayer dollars.</p> <p>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.</p>

## Email

Agency/Jurisdiction Project Number	Comment	APO Staff Response
<p><b>Saint Cloud Metro Bus</b></p> <p><b>TRF-0048-26J</b>  <b>TRF-0048-26K</b>  <b>TRF-0048-26L</b>  <b>TRF-0048-26M</b></p>	<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>



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 April 30, 2026, Technical Advisory Committee meeting  
**DATE:** April 30, 2026

The Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) held a regular meeting on Thursday, April 30, 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 four proposed changes to the APO's FY 2026-2029 Transportation Improvement Program (TIP) from Saint Cloud Metro Bus.
  - i. Replacing 14 route display signs at the Saint Cloud transit center.
  - ii. Replacing mobile data computers in 36 Dial-a-Ride vehicles. This project would also include the purchase of two additional spares.
  - iii. Construction of the western transit center.
  - iv. Purchasing 36 route designation signs for Dial-a-Ride vehicles.

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 Regional Evaluation of Counts for Active Planning (RECAP)**

- a. APO Associate Transportation Planner Alex McKenzie reviewed the purpose of the Regional Evaluation of Counts for Active Planning (RECAP) as a means to understand walking and biking usage across the planning area. Mr. McKenzie then reviewed the data collection process as well as some of the trends in walking/biking seen across the region. Data was split between the Beaver Islands Trail permanent count location and the 18 mobile counting sites. Mr. McKenzie stated the results from this report can be used to help further support various grant applications and inform regional planners and engineers about trail usage and gap identification.

Mr. McKenzie stated he plans on expanding the data collection efforts to include on-street bike facilities as well as before and after snapshots of various construction projects like the Heatherwood Road trail connection (slated for 2027 construction) and the Mayhew Lake Road trail connection (slated for 2028 construction).

APO TAC representatives recommended the Policy Board approve the RECAP

to be published.

### **3. Other Business and Announcements**

- a. Ms. Johnson provided TAC representatives with an update on the FY 2027-2030 Transportation Improvement Program (TIP). The draft TIP will be presented to the TAC at the May meeting. At that time, she is requesting TAC representatives to review their federal projects within the TIP and confirm accuracy.

Mr. Gibson reminded TAC members of the proposed 2027 jurisdictional assessments that were sent out in mid-April. TAC representatives had requested this information as soon as possible so those assessments could be incorporated into jurisdictional budgets. Ms. Johnson will send that information out again to TAC reps.

Ms. Johnson also informed TAC representatives of the ongoing solicitations for the Central Minnesota Area Transportation Partnership (ATP-3) Carbon Reduction Program (CRP) and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) programs.

**Suggested Action:** None, informational.



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

T. 320.252.7568 F. 320.252.6557

**TO:** Saint Cloud Area Planning Organization Policy Board  
**FROM:** Vicki Johnson, Senior Transportation Planner  
**RE:** 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 22<sup>nd</sup> 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 10<sup>th</sup> 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 Policy Board  
**FROM:** Alex McKenzie, Associate Transportation Planner  
**RE:** Regional Evaluation of Counts for Active Planning (RECAP) Report  
**DATE:** May 4, 2026

The Regional Evaluation of Counts for Active Planning (RECAP) report summarizes walking and bicycling activity across the Saint Cloud region using data from permanent and short-term count locations. It provides a clear, consistent look at how people use sidewalks, trails, and shared use paths, including when and where activity occurs.

The purpose of RECAP is to support planning and decision-making by turning raw count data into practical information. The report helps identify high-use corridors, understand seasonal trends, and provide context for future investments in active transportation infrastructure.

### **What the Report Includes**

The report is organized to guide the reader from how data is collected to how it can be used:

- ❖ **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, such as seasonal changes, weekday versus weekend use, and differences between pedestrian and bicyclist activity.

- ❖ **Site-Specific Summaries**

Profiles for each count location, including charts, photos, and key observations that show how each site functions within the broader network.

### **Why This Matters**

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

This information supports:

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

### **Next Steps**

The RECAP report will serve as an ongoing resource to support regional planning efforts. Future updates will expand the dataset, refine analysis methods, 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 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:** Brian Gibson, Executive Director  
**RE:** Safe Streets & Roads for All Comprehensive Safety Action Plan  
**DATE:** May 7, 2026

In 2024, at the request of the jurisdictions of the APO, we utilized a Federal planning grant to complete a regional Safe Streets & Roads for All (SS4A) Comprehensive Safety Action Plan.

The SS4A program was established in the Infrastructure Investment and Jobs Act (IIJA) in 2021 with two parts. The first part is planning and demonstration. The second part is construction. In order to qualify for construction funds, projects must first be identified in the Comprehensive Safety Action Plan. In 2023, members of the APO's TAC asked the APO to undertake a regional Comprehensive Safety Action Plan rather than each individual jurisdiction performing their own planning effort. At your May 14<sup>th</sup> meeting, I will present an overview of the results of the plan.

Because it's a regional plan, our plan is essentially an amalgamation of five separate plans – one for each of the five cities over 5,000 population within our planning area. As such, each city can use the plan when it applies for SS4A construction grants.

A major requirement for a Comprehensive Safety Action Plan is that it identify locations with a history of crashes resulting in fatalities and serious injuries and use them to develop a "High Injury Network" (HIN). HINs are identified by city and by mode within each city. HIN locations on county roads, where applicable, are identified within the city in which they are located.

Tables on the following pages identify the HIN locations for each city.

You can access the full document here: <https://bit.ly/4nhZ1dU>.

## St. Cloud

Table 1. Top High Injury Network Segments in St. Cloud

No.	HIN Segment / Roadway	Extent From	Extent To	Primary Crash Type	Roadway Owner	Score (All modes)	Pedestrian HIN Score	Bicyclist HIN Score	Motorcyclist HIN Score
1	33rd Ave	Division St.	W St. Germain St	Angle, intersection related	City of St. Cloud	82	-	7	-
2	9th Ave	Division St	15th St South	Angle, Front to Front, Intersection related	City of St. Cloud	79	12	-	4
3	MN - 15	12th St North	2nd St South	Rear End, intersection related	MnDOT	74	-	2	-
4	Division St	Waite Avenue	21st Avenue	Rear End, intersection related	Stearns County/Mn DOT	72	2	9	3
5	3rd St North	MN - 15	30th Ave North	Rear End, intersection related	City of St. Cloud	64	-	3	2
6	Veterans Drive	37th Ave North	County Rd 134	Angle, intersection related	Stearns County	64	-	-	2
7	University Dr South	17th Avenue South	5th Ave South	Angle, intersection related	City of St. Cloud	63	14*	-	-
8	East St Germain St	Riverside Dr Southeast	Highway 10		City of St. Cloud	60	6	5	-
9	2nd St South	Waite Avenue South	25th Ave South	Angle, rear end, intersection related	Stearns County/Mn DOT	59	-	-	-
10	Division St	12th Ave South	Mississippi River	Single vehicle	City of St. Cloud	43	7	-	-
11	25th Ave North	3rd St North	12th St North	Angle, intersection related	City of St. Cloud	41	-	-	-
12	Washington Memorial Dr	West Saint Germain St	Roosevelt Rd	Angle, bicycle, intersection related	City of St. Cloud	41	-	-	-
13	Highway 10	3rd St Southeast	East Saint Germain St	Pedestrian, intersection related	MnDOT	40	8	-	-

## Waite Park

Table 2. Top High Injury Network Segments in Waite Park

No.	HIN Segment / Roadway	Extent From	Extent To	Primary Crash Type	Roadway Owner	Score (All modes)	Pedestrian HIN Score	Bicyclist HIN Score	Motorcyclist HIN Score
1	10th Ave South	Division St	Sundial Dr	Read End, intersection	City of Waite Park	56	3	2	-
2	Division St	8th Ave North	Waite Ave South	Angle, intersection	Stearns County	39	-	-	5
3	2nd Ave South	Division St	Sundial Dr	Angle, intersection	Stearns County	39	-	3	5
4	3rd St Northeast	MN - 15	44th Ave North	Left-turn, intersection	Stearns County	42	-	2	-
5	2nd St South	2nd Ave South	Waite Ave South	Intersection	MnDOT	56	-	-	-
6	Waite Ave South	2nd St South	Division St	Angle, intersection	City of Waite Park	39	5	-	-

## Sartell

Table 3. Top High Injury Network Segments in Sartell

No.	HIN Segment / Roadway	Extent From	Extent To	Primary Crash Type	Roadway Owner	Score (All modes)	Pedestrian HIN Score	Bicyclist HIN Score	Motorcyclist HIN Score
1	2nd St South/CR 133	Pine Cone Rd	Riverside Avenue South	Pedestrian, intersection related	Stearns County	-	5	3	-
2	Pine Cone Rd	2 1/2 St North	12th St North	Pedestrian and Bicycle, intersection related	City of Sartell	-	2	2	-
3	7th St North	Pine Cone Rd	7th Ave North	Pedestrian and Bicycle, intersection related	City of Sartell	-	2	-	-
4	2 1/2 St North	17th Ave North	7th Ave North	Rear End, Bicycle, intersection	City of Sartell	-	-	2	-
5	Heritage Dr	Pine Cone Rd	10th St South	Motorcycle, roundabout	City of Sartell	-	-	-	3

## Sauk Rapids

Table 4. Top High Injury Network Segments in Sauk Rapids

No.	HIN Segment / Roadway	Extent From	Extent To	Primary Crash Type	Roadway Owner	Score (All modes)	Pedestrian HIN Score	Bicyclist HIN Score	Motorcyclist HIN Score
1	Benton Dr	4th St North	6th St South	Run off road, angle, intersection	Benton County/City of Sauk Rapids	42	5	2	8*
2	Benton Dr	6th St South	US - 10	Single vehicle, intersection	City of Sauk Rapids	-	-	2	7
3	8th St North	Benton Dr	Pearl View Dr	Pedestrian, intersection	City of Sauk Rapids	-	5	-	-
4	N Benton Dr	Plum St	1st Ave North	Pedestrian	Benton County	-	5	-	-
5	1st St South	River Ave South	9th Ave South	Intersection	City of Sauk Rapids	-	-	-	7

## St. Joseph

Table 5. Top High Injury Network Segments in St. Joseph

No.	HIN Segment / Roadway	Extent From	Extent To	Primary Crash Type	Roadway Owner	Score (All modes)	Pedestrian HIN Score	Bicyclist HIN Score	Motorcyclist HIN Score
1	County Rd 75	Old Hwy 52	2nd Ave Northeast	Angle, intersection	Stearns County	-	-	2	-
2	College Ave North	Lake Wobegon Trail	W Minnesota St	Pedestrian	Stearns County/City of St. Joseph	-	3	2	-
3	County Rd 75	8th Ave Northeast	Eastern city line	Angle, intersection	Stearns County	-	2	-	-
4	Wisconsin St	Cedar St East	Elm St East	Pedestrian	Saint Joseph	-	5	-	-
5	County Rd 3	County Rd 75	0.2 miles north of County Rd 75	Motorcycle	Stearns County	-	-	-	2

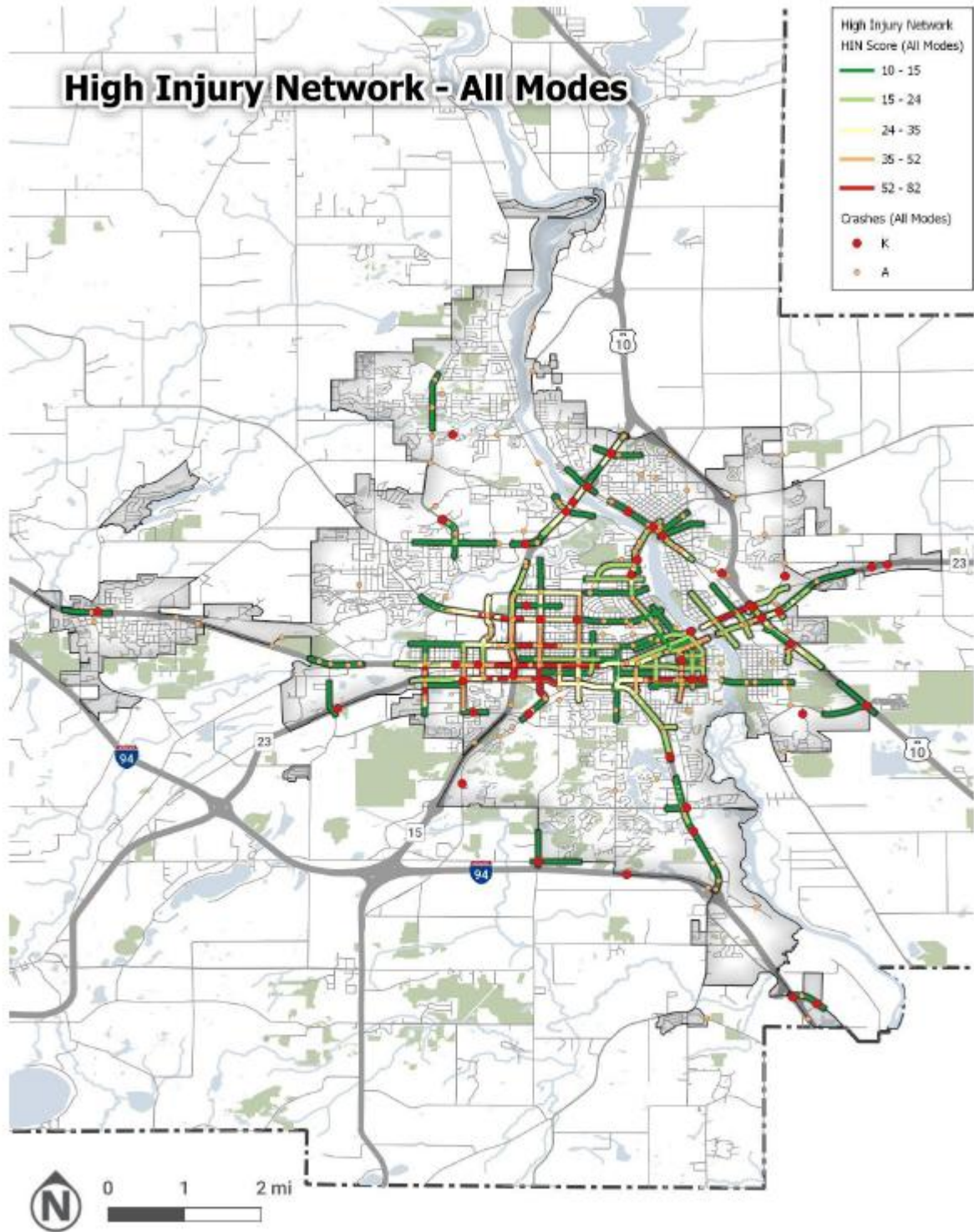


Figure 1. High Injury Network - All Modes