SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 *F.* 320.252.6557

AGENDA

APO TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, OCT. 29, 2026 – 10 A.M.
STEARNS COUNTY HIGHWAY DEPARTMENT
455-28TH AVE. S, WAITE PARK
MS TEAMS OPTION AVAILABLE BY REQUEST

1. Introductions
2. Public Comment Period
3. Consideration of Consent Agenda Items
   a. Approve minutes of Sept. 24, 2026, TAC meeting ***(Attachment A)***
   b. Receive staff report of Oct. 1, 2026, Central Minnesota Area Transportation Partnership (ATP-3) Meeting ***(Attachment B)***
   c. Receive staff report of Oct. 8, 2026, Policy Board meeting ***(Attachment C)***
4. Consideration of FY 2028-2031 Highway Safety Improvement Program (HSIP) applications ***(Attachments D1-D2)*** *Vicki Johnson, Senior Transportation Planner*
   a. **Suggested Action:** Recommend prioritization/ranking of HSIP projects for Policy Board consideration.
5. Review of the Sept. 30, 2026, Citizens' Transportation Advisory Committee (CTAC) meetings ***(Attachment E)*** *Alex McKenzie, Associate Transportation Planner*
   a. **Suggested Action:** None, informational.
6. Other Business & Announcements
7. Adjournment

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

English

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Somali

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

Spanish

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

SAINT CLOUD AREA PLANNING ORGANIZATION

TECHNICAL ADVISORY COMMITTEE (TAC) MEETING

Thursday, Sept. 24, 2026 @ 10 a.m.

A meeting of the Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) was called to order at 10:04 a.m. Thursday, Sept. 24, 2026. Senior Transportation Planner Vicki Johnson presided with the following people in attendance:

Voting Members:	
Zac Borgerding	City of Saint Cloud
Matt Glaesman	City of Saint Cloud
Kari Haakonson	City of Sartell
Todd Schultz	City of Sauk Rapids
Mike Decker	Stearns County [Alternate]
Michael Kedrowski	Metro Bus
Steve Voss	MnDOT District 3

Non-Member Attendees:	
Vicki Johnson	APO, Senior Planner
Alex McKenzie	APO, Associate Planner
James Stapfer	APO, Planning Technician
Trina Ness	APO, Admin Specialist
Anna Pierce	MnDOT OSPH Carbon Reduction Program Coordinator

Online Attendees:	
Bryce Johnson	City of Saint Joseph [Alternate]
Wes Davis	Benton County
Jeff Lenz	MnDOT District 3
Dena Ryan	MnDOT MPO Coordinator
Lauren Dickerson	MPCA

1. Introductions were made.

2. PUBLIC COMMENT PERIOD

No members of the public were in attendance.

3. CONSIDERATION OF CONSENT AGENDA ITEMS

a. Approve minutes of Aug. 27, 2026, TAC meeting
b. Receive staff report of Sept. 10, 2026, Policy Board meeting
c. Approve 2027 regular meeting schedule for the APO TAC

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

4. PRESENTATION AND DISCUSSION ON THE MINNESOTA DEPARTMENT OF TRANSPORTATION'S TRANSPORTATION EMISSIONS ASSESSMENT EFFORTS

MnDOT Office of Sustainability and Public Health (OSPH) Carbon Reduction Program Coordinator, Anna Pierce, discussed the state's laws and policies related to greenhouse gas (GHG) emissions including the 2023 and 2024 legislation requiring projects on the state trunk highway system that expand vehicular capacity to be assessed for GHG emissions impacts. Those projects will then be required to develop an offset plan to address the potential increase of GHG emissions.

Ms. Pierce reviewed the proposed process of how the state is applying the law to projects. She then went on to discuss the ways in which these state trunk highway projects would need to be offset using strategies such as transit expansion, micromobility, parking management, land use, traffic operations, and active transportation infrastructure.

Ms. Pierce encouraged both APO staffers and TAC representatives to begin tracking possible offsets for locally funded projects. This will then ensure that if/when the time comes for a capacity expansion on the state system within the planning area, the region would have a "bank" of offsets to apply toward the project.

APO staff will continue to work with TAC representatives to discuss how they would like to approach offset tracking and the role the APO could play in assisting/tracking offsets.

5. CONSIDERATION OF THE FEDERAL TRANSPORTATION PERFORMANCE TARGETS FOR PM 1: TRANSPORTATION SAFETY; PM 2: INFRASTRUCTURE; AND PM 3 SYSTEM PERFORMANCE

APO Planning Technician, James Stapfer, explained the background of performance measures and targets and how it applies to all public roads, and is based on the success of the previous target being met. The APO has no repercussions if we do not meet our targets. However, Mr. Stapfer indicated if the state fails to meet its various targets than MnDOT will need to adjust funding priorities to address these metrics.

Mr. Stapfer went on to review the New 2025 PM1: Transportation Safety measures, PM2: Infrastructure (Bridge Condition) measures, and PM3: System Performance measures.

The following targets per performance measures have been proposed.

PM 1: Transportation Safety

Performance Measure	2026 Target	2021-2025 Baseline Data	Proposed 2027 Target	MnDOT 2027 Target
Fatalities	7.6	6.8	**6.8**	352.4

Performance Measure	2026 Target	2021-2025 Baseline Data	Proposed 2027 Target	MnDOT 2027 Target
Fatality Rate (per 100 million vehicle miles traveled)	0.596	0.506	**0.506**	0.582
Serious Injuries	23.0	35.4	**23.0**	1,463.4
Serious Injury Rate (per 100 million VMT)	1.946	2.637	**1.946**	2.470
Non-Motorized Fatalities and Serious Injuries	6.2	6.6	**6.2**	258.4

PM 2: Infrastructure

Performance Measure	2025 Target	2025 Baseline Data	Proposed 2027 Target	MnDOT 2027 Target	Proposed 2029 Target	MnDOT 2029 Target
Interstate Pavement in Good Condition	90%	64.5%	**70%**	60%	**70%**	60%
Interstate Pavement in Poor Condition	1%	0.0%	**1%**	2%	**1%**	2%
Non-Interstate NHS Pavement in Good Condition	65%	54.9%	**60%**	40%	**60%**	40%
Non-Interstate NHS Pavement in	1%	0.6%	**1%**	4%	**1%**	4%

Performance Measure	2025 Target	2025 Baseline Data	Proposed 2027 Target	MnDOT 2027 Target	Proposed 2029 Target	MnDOT 2029 Target
Poor Condition						
NHS Bridges in Good Condition	60%	9.1%	**40%**	30%	**40%**	20%
NHS Bridges in Poor Condition	1%	0.9%	**1%**	5%	**1%**	5%

PM 3: System Performance

Performance Measure	2025 Target	2025 Baseline Data	Proposed 2027 Target	MnDOT 2027 Target	Proposed 2029 Target	MnDOT 2029 Target
Interstate Travel Time Reliability	100%	100%	**100%**	82%	**100%**	82%
Non-Interstate NHS Travel Time Reliability	91%	97.7%	**91%**	90%	**91%**	90%
Interstate Truck Travel Time Reliability	1.22	1.13	**1.22**	1.4	**1.22**	1.4

Mr. Glaesman made a motion to recommend Policy Board approval of the PM 1, PM 2, and PM 3 targets. Ms. Haakonson seconded the motion. Motion carried.

6. OTHER BUSINESS AND ANNOUNCEMENTS

APO Senior Planner, Vicki Johnson, stated that MnDOT will not be soliciting projects for the Carbon Reduction Program (CRP) for FY 2031. The APO already allocated their CRP funds for FY 2028-2030. She also stated that MnDOT District 3 will not be solicitating PROTECT funds this year.

Ms. Johnson stated that APO solicitations start next month. If you are applying for HSIP funds, a rough outline of the project if applying for a proactive project, must be submitted to Vicki Johnson by Oct 19. She also stated the FY 2027-2030 TIP Project status updates are due the week of Nov. 13, 2026.

Ms. Johnson stated that Mary Nieken from MnDOT District 3 sent an email regarding the Transportation Alternatives program stating if you are applying for TA funding you must attend one of two upcoming workshops. Contact Jeff Lenz to confirm you're on the schedule. Meeting dates are Oct. 1, 2026, in Brainerd, and Oct. 5, 2026, in Saint Cloud.

APO Associate Planner, Alex McKenzie, stated that APO staff are conducting public engagements for the MTP, Imagine 2055. Staff will be at Saint Joseph's Farmers Market on Friday, Sept. 25, 2026. He encouraged everyone to come out and experience it. He also stated the first CTAC meeting is scheduled for Sept. 30, 2026. There are two timeframes available for those that are involved.

Ms. Haakonson stated she is resigning from the City of Sartell in Oct. 9.

7. ADJOURNMENT

The meeting was adjourned at 11:46 a.m.

Attachment B

SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 *F.* 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Staff report on the Central Minnesota Area Transportation Partnership (ATP-3) meeting
DATE: Oct. 5, 2026

The Central Minnesota Area Transportation Partnership (ATP-3) held its regularly scheduled quarterly meeting on Thursday, Oct. 1. At that meeting, the following items were discussed.

1. **Local Program Update**

   a. ***FY 2027 Local Federal Projects***

   MnDOT District 3 Planning Director Steve Voss reviewed the 2027 locally sponsored federal program of projects. As typical with this report, the MnDOT District 3 State Aid Engineer (Angie Tomovic), provides a quick overview of each federally sponsored project as well as the important milestones that projects need to meet prior to being authorized. These milestones include submission of project memorandums, project plans, and right-of-way certificates. Within the APO's planning area, the following projects are listed:

   - Benton County CSAH 29 corridor extension.
   - Stearns County Townline Road reconstruction.
   - Stearns County CSAH 133/Second Street S roundabout at Fourth Avenue S in Sartell.
   - City of Saint Cloud Heatherwood Road corridor extension.
   - City of Sartell 15th Street N right of way acquisition.

   No concerns about these and the remaining projects were expressed by Mr. Voss. It was noted that of the APO projects, only the CSAH 29 extension and the Townline Road reconstruction project had submitted project memorandums to date.

   b. ***Local Highway Safety Improvement Program (HSIP) Solicitation***

   Mr. Voss also reviewed the ongoing solicitation for the Greater Minnesota Highway Safety Improvement Program (HSIP). Mr. Voss stated the solicitation for this program kicked off on Sept. 14 and will run through Nov. 25, 2026. It is anticipated that ATP-3 will be targeted the following amounts by year:

   - FY 2028: $0.
   - FY 2029: $322,000.
   - FY 2030: $1,515,750.
   - FY 2031: $4,700,000.

   The HSIP Solicitation is handled through MnDOT's Office of Traffic

Engineering.

c. ***Local Partnership Program***

Mr. Voss previewed the upcoming Local Partnership Program (LPP) solicitation. This solicitation is run through MnDOT District 3's State Aid Office and is used to fund locally-sponsored projects that would occur on the state trunk highway system. Mr. Voss stated current funding for FY 2030 – after undergoing two different solicitations for projects – is now being considered for the City of Walker's roundabout project to be completed in conjunction with the City's Congressionally Directed Spending (CDS) funded Tower Road project.

Mr. Voss said the 2031 LPP solicitation will be kicking off by the end of October. It is anticipated that there will be $2.1 million in funding available – same funding levels as last year's solicitation.

2. Election of ATP-3 Chair and Vice Chair

Current ATP-3 Chair (Sherburne County Commissioner Raeanne Danielowski) and ATP-3 Vice Chair (Saint Cloud APO Senior Transportation Planner Vicki Johnson) have terms expiring in January 2027. Nominations from the floor were taken for both of these positions.

ATP-3 members nominated Vicki Johnson to continue on as ATP-3 Vice Chair. Ms. Johnson accepted the nomination. ATP-3 members voted to approve another two-year term for Ms. Johnson as the ATP-3's Vice Chair.

ATP-3 members nominated Stearns County Commissioner Joe Perske to serve as the ATP-3's Chair. Mr. Perske accepted the nomination. ATP-3 members voted to approve Mr. Perske as the ATP-3's Chair.

3. ATP-3 FY 2028-2031 STIP Development Timeline

Mr. Voss reviewed the development timeline for the FY 2028-2031 STIP. This schedule included minor changes from the one originally approved in June 2026. Changes include the removal of the Carbon Reduction Program (CRP) and the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program as well as changes to the June 2027 meeting date.

ATP-3 members voted to approve the timeline as presented.

4. Transportation Alternatives Committee Trail and School Board Representation Appointments

MnDOT District 3 Program Coordinator Jeff Lenz stated the need to fill two open positions on the Transportation Alternatives (TA) scoring committee. The current DNR representative has retired and the current school board representative felt they were not qualified enough to participate in the scoring process. Mr. Lenz recommended Melrose School District Superintendent Zachary Dingmann to fill the open school board representative position. He also recommended DNR Conservation Officer Jim Guida to fill the open DNR position.

ATP-3 members voted to appoint the two individuals to the TA scoring committee.

5. FY 2031 ATP-3 Managed Program Federal Funding Project Solicitation

Mr. Lenz reviewed the FY 2031 ATP-3 Managed Program solicitation guidebook, application, and sample review/score sheet. This federal program is known as the Surface Transportation Block Grant Program (STBGP) and is primarily used to fund roadway and bridge projects throughout the ATP. Mr. Lenz indicated nothing significant has changed with this application in

comparison to previous years.

ATP-3 members voted to approve the ATP-3 Managed Program solicitation material as presented.

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

   Due to MnDOT pausing the solicitations for both CRP and PROTECT, Mr. Lenz just discussed the TA solicitation process. He outlined the proposed timeline for the solicitation, including the mandatory workshops to be hosted after the ATP-3 meeting on Oct. 1 as well as the Oct. 5 workshop at the MnDOT Saint Cloud office. Mr. Lenz stated there is approximately $3.1 million available this solicitation period with approximately $710,000 needing to be allocated to FY 2030 and the remaining funds to be spent in FY 2031.

   The discussion also involved a review of the right-of-way letter of support template as well as slight modifications to the application. Those modifications included the addition of the applicant and project information on the final signature page.

   ATP-3 members approved the TA solicitation materials as presented.

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

   Mr. Lenz discussed the regional distribution of TA funds between 2017 and 2030. The purpose of the discussion was to document how/if each of the four regions was receiving their appropriate share of funds based on each region's share of the ATP-3 population. As outlined in the ATP-3's TA program, if a region is in an equity deficit of 4% or greater, they would be awarded regional equity points to be applied to the region's top priority TA project. Based on the data compiled, no region has reached the threshold deficit of 4%. Therefore, no equity points would be provided during the FY 2031 solicitation/scoring process.

8. **ATP-3 ATP Managed Program Regional Target Formula Distribution Discussion and Work Group Recommendation**

   MnDOT District 3 Principal Planner Tad Erickson provided a high-level recap of the work of the ATIP Development Committee on the task of reviewing the ATP-3 Managed Program's Distribution Formula. Mr. Erickson provided updates on the two ATIP Development Committee meetings held between the June ATP meeting and today's meeting. During those meetings, MnDOT District 3 GIS Coordinator Morgan Larson had collected/verified several data sets requested by the group including the following:

   - Functional classification lane miles.
   - Population.
   - Bridge area 10-feet deck area.
   - Bridge area 20-feet deck area.
   - Federal aid vehicle miles traveled (VMT).
   - County-State Aid Highway (CSAH) lane miles.
   - Municipal State Aid Streets (MSAS) lane miles.

   Each of these data sets were broken down by region (Region 5, Region 7E, Region 7W, and the Saint Cloud APO).

   The committee then worked to run a variety of scenarios attempting to adequately balance system size (how big of a system does each region

maintain) and system use (how many users are traveling on each region's roadway system).

Ultimately, the group put forth three options for consideration by the ATP. Those options are listed below.

Option 1: *Federal Aid Lane Miles (45%)/Bridge Area 20-Feet Deck Area (10%)/Population (45%)* – ***This was the preferred option from the ATIP Development Committee***

Region	Current Distribution	Proposed Formula Change Option 1	Percentage Difference	Dollar Amount Equivalence (based on FY 2030 STBP allocation)
Region 5	32.65%	**33.56%**	0.91%	$106,470
Region 7E	13.82%	**13.44%**	-0.38%	**-$44,460**
Region 7W	33.00%	**36.56%**	3.56%	$416,520
Saint Cloud APO	20.53%	**16.44%**	-4.09%	**-$478,530**

Option 2: *Federal Aid Lane Miles (40%)/Bridge Area 20-Feet Deck Area (10%)/Population (50%)*

Region	Current Distribution	Proposed Formula Change Option 2	Percentage Difference	Dollar Amount Equivalence (based on FY 2030 STBGP allocation)
Region 5	32.65%	**32.64%**	-0.01%	**-$1,170**
Region 7E	13.82%	**13.33%**	-0.49%	**-$57,330**
Region 7W	33.00%	**37.08%**	4.08%	$477,360
Saint Cloud APO	20.53%	**16.94%**	-3.59%	**-$420,030**

Option 3: *Federal Aid Lane Miles (45%)/Bridge Area 20-Feet Deck Area (5%)/Population (50%)*

Region	Current Distribution	Proposed Formula Change Option 3	Percentage Difference	Dollar Amount Equivalence (based on FY 2030 STBGP allocation)
Region 5	32.65%	**33.15%**	0.50%	$58,500
Region 7E	13.82%	**13.25%**	-0.57%	**-$66,690**
Region 7W	33.00%	**37.53%**	4.53%	$530,010
Saint Cloud APO	20.53%	**16.07%**	-4.46%	**-$521,820**

Minimal discussion by the ATP-3 members was had regarding the proposed options.

ATP-3 members voted to approve Option 1 as the new ATP-3 Managed Distribution Formula. Both MnDOT representatives abstained from the motion. Both Saint Cloud APO representatives voted against the motion.

A secondary motion was made regarding implementation of the new formula (during the FY 2032 solicitation to kick off in October 2027) as well as an update schedule for the data used in the formula (on a five year cycle for functional classification and bridge area and every 10 years for population to coincide with the data release of the U.S. Census). ATP-3 members voted to approve this motion with MnDOT representatives abstaining from this action.

9. District 3 10-Year Capital Highway Investment Plan (2030-2035)

Mr. Voss presented a list of MnDOT District 3 projects to be constructed as part of the soon-to-be federally approved STIP (FY 2027-2030). In total, MnDOT is proposing to complete approximately 74 projects across the ATP-3 area. This includes the following projects within the APO's planning area:

- I-94 overlay of bridges 73877 and 73878 over Jade Road in Saint Joseph Township (2027).
- MN 23 J-turn construction at both Stearns CSAH 8 (Rockville) and Bel Clare Drive (Waite Park) (2027).
- MN 23 resurfacing project from 93rd Avenue in Rockville to MN 15 in Waite Park (2028).
- I-94 Intelligent Transportation Systems (ITS) installation from Stearns CSAH 75/Roosevelt Road to Stearns CSAH 2 (2028).
- I-94/MN 15 interchange lighting replacement (2028).
- I-94 (ITS) installation from MN 23 to MN 238 interchanges (2029).
- MN 95 resurfacing from MN 23 to Benton/Mille Lacs County line (2030).

Mr. Voss also reviewed the District's draft Capital Highway Investment Program for years 2031 through 20236. During this six year period OUTSIDE of the STIP, the District is proposing to complete approximately 124 projects. This includes the following projects within the APO's planning area:

- MN 15 overlay of bridge 73855 (2031).
- MN 15 overlay of eastbound bridge 73873 (2031).
- MN 23 resurfacing from just west of Richmond to 0.5 miles east of 93rd Avenue in Rockville. Project will include overlay of Bridge 73022 over the Sauk River (2032).
- I-94 redecking of Bridge 73871 (pedestrian) near Collegeville (2034).
- US 10 resurfacing of eastbound lane from 1.2 miles east of MN 23 to 0.15 miles west of MN 24 (2035).
- I-94 resurfacing from eastern end of bridges 73865/73866 (west of MN 23) to the west end of bridges 73853/73854 over CSAH 75 (2035).
- MN 23 concrete repair from Saint Cloud to Foley (2036).
- US 10 concrete repair westbound lanes from Saint Cloud to Clear Lake (2036).
- MN 15 resurfacing from Stearns CSAH 47 to Benton CSAH 33 – includes overlays of bridges 73025, 73026, 73027, and 73028 (2036).
- US 10 overlay of bridge 05005 on Benton Drive (2036).

10. Other Business

ATP-3 members discussed the E-bike initiative started by the APO. In addition, members discussed some of the traffic safety issues facing ATP-3.

Suggested Action: None, informational.

Attachment C

SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 *F.* 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Staff report of the Oct. 8, 2026, Policy Board meeting
DATE: Oct. 14, 2026

The Saint Cloud Area Planning Organization's (APO's) Policy Board held a regular meeting on Thursday, Oct. 8, 2026. At that meeting, the following topics were discussed:

1. **Central Minnesota Area Transportation Partnership (ATP-3) funding formula**

   Pulled from the consent agenda, Policy Board representatives wanted to further discuss actions taken by the Central Minnesota Area Transportation Partnership (ATP-3) regarding the funding formula for the distribution of Surface Transportation Block Grant Program (STBGP) funds.

   APO Senior Transportation Planner Vicki Johnson provided a deeper dive into the history of the existing STBGP funding formula as well as previous attempts to revisit/update the formula.

   The current funding distribution formula is noted below. It should be noted the split between the Region 7W and the Saint Cloud APO was nothing more than a gentlemen's agreement.

Region	Raw Formula Calculation	Region 7W/Saint Cloud APO Split	Percentage of STBGP Funds Allocated
Region 5	**32.65%**	**--**	**32.65%**
Region 7E	**13.82%**	**--**	**13.82%**
Region 7W	**53.53%**	**61.65%**	**33.00%**
Saint Cloud APO	**--**	**38.35%**	**20.53%**

   Ms. Johnson went on to explain the most recent request by the APO to develop a formula that would be based more in data and would be able to be updated on a regular basis. ATP-3 had requested the ATIP Development Committee be tasked with coming up with a recommendation for data sets to be used in developing the new formula. The group came back with three data sets: Federal Aid Lane Miles (45%); Bridge Area 20-Feet (10%); and Population (45%). This formula was brought to the ATP-3 meeting on Oct. 1 and was ultimately approved to be used starting for the FY 2032 solicitation cycle (October 2027). The updated formula is below.

Region	Current Distribution	ATP-3 Approved Formula Distribution	Percentage Difference	Dollar Amount Equivalence (Based on FY 2030 Targets)
Region 5	32.65%	33.56%	0.91%	$106,470
Region 7E	13.82%	13.44%	**-0.38%**	**-$44,460**
Region 7W	33.00%	36.56%	3.56%	$416,520
Saint Cloud APO	20.53%	16.44%	**-4.09%**	**-$478,530**

Board members who also serve on the ATP-3 discussed the difficulty in making the decision to approve the recommendation and ultimately how the decision was based on current data that would now be updated on a regular basis versus the static formula as before.

2. **Consideration of Federal Transportation Performance Targets for PM 1: Transportation Safety; PM 2: Infrastructure; and PM 3: System Performance**

   APO Transportation Planning Technician James Stapfer presented on the Performance Targets for PM 1: Transportation Safety; PM 2: Infrastructure; and PM 3: System Performance. Policy Board representatives approved the proposed targets as presented.

3. **Consideration of joining the I-94 West Coalition**

   Stearns County Commissioner Joe Perske discussed the possibility of the APO joining the I-94 West Coalition. This group is working to expand I-94 between Maple Grove and Saint Cloud. As of right now, the group is working on the final connection piece between Clearwater and Saint Cloud (MN 23/I-94 interchange). Mr. Perske stated membership per agency would be approximately $10,000. He did say it might be worth the APO joining versus each individual jurisdiction joining independently. As far as costs, APO Executive Director Brian Gibson indicated that if the APO were to join the coalition, the dues from each agency would increase proportionally based on the existing funding formula APO staff use to match the federal Consolidated Planning Grant. He did not that joining the coalition would need to be funded 100% with local funding as federal dollars are not eligible for lobbying purposes.

   Many Policy Board members stated that their 2027 budgets have already been approved (or nearing approval) and any sort of fees associated with joining the I-94 West Coalition will need to be discussed in 2027. The idea was floated about using the APO's reserve funds to pay for the membership, but Mr. Gibson cautioned that the reserve funds are in a bit of a flux given the Mississippi River Crossing study is drawing down $100,000 from that account and will be floating an additional $100,000 for the study until the City of Saint Cloud reimburses the APO in 2028 and 2029.

4. **Discussion regarding e-bikes**

   Mr. Gibson brought forth the discussion on e-bikes and some comparisons of various ordinances from around the country and in Minnesota. He focused his discussion on "vehicle gate" (the classification of e-bikes) and "behavior gate" (how people are operating their e-bikes including helmet usage, age,

and speed). Mr. Gibson also began discussions on possible region-wide ordinances that would consider maximum speed, vehicle restrictions, parking, traffic control, etc.

Policy Board members felt that this type of conversation would need to be continued, but those members really wanted the APO to focus on the education campaign on e-bike safety and the outreach to the area schools.

Suggested Action: None, informational.

Attachment D1

SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 *F.* 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: FY 2028-2031 Greater MN Highway Safety Improvement Program projects
DATE: Oct. 19, 2026

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

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

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

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

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

The 2028-2031 HSIP solicitation kicked off in early September by the Minnesota Department of Transportation's Office of Traffic Engineering (OTE). Applications are due to OTE by no later than Wednesday, Nov. 25.

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

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

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

Suggested Action: Recommend Policy Board ranking/prioritization for HSIP funding consideration.

DEPARTMENT OF TRANSPORTATION

Due Nov. 25, 2026

Greater Minnesota, Local HSIP Solicitation

Application for Federal Safety Funds

1. Contact Information Details

Lead Agency	Contact Name
Benton County - Highway Department	Wesley P. Davis

2. Funding Details

Federal Funds	+	Local Match	=	Total Cost
$750,000	+	$1,236,000	=	$1,986,000

NOTE: maximum of $750,000 in federal funds per agency per project. Exceptions may be made on case-by-case basis.

Preferred Funding Year(s)
2030

Funding Notes
$3,000,000 in State Bonding dedicated towards the CSAH 1 (Mayhew Lake Rd) corridor which will be used as the match.

3. Project Description

Project Description
Construction of Single-lane **roundabout (RAB)** at the intersection of CSAH 1 and Osauka Rd NE. The addition of pedestrian amenities will be crucial in connecting multiple existing trails and sidewalks along Osauka Rd and CSAH 1 (including direct connections to the Sauk Rapids-Rice High School) to facilitate safer crossings for pedestrians and bicyclists. RAB would also include intersection lighting.

ATP	County or Counties	Metropolitan Planning Organization (MPO)	Tribal Government
3	Benton	Within MPO/RDC - Yes Contacted MPO/RDC – **Yes**	Within - no

NOTE: if any portion of the project is located within MPO boundaries, a letter of support / priority from the MPO is needed.

Estimated Output	Units
0.0	Miles
1	Intersections
0	Curves

NOTE: estimate output for one of three metric: number of miles, number of intersections, or number of curves.

4. Selection Criteria

Describe how project was identified.
This project was identified as part of a data-driven Mayhew Lake Corridor Safety Study with an emphasis on Access Safety which was completed in 2022. See attached project sheets (pages 2-3 of Corridor Study) which identify the crash rate of this intersection as **0.55** which is higher than the critical rate for a rural thru-stop intersection. Page 3 of the Study highlights that a RAB crash modification factor would significantly reduce the number of crashes at this intersection. Several intersections along this corridor, analyzed as a part of this study, have been converted to a RAB (CSAH1/CSAH 29) or have been funded to be converted to a RAB (CSAH 1/Storm Street). This intersection is the next to be improved as identified in the Corridor Study.

Is this project in partnership with another agency?
Yes. Benton County Partnership with the St. Cloud APO, City of Sauk Rapids, and Sauk Rapids-Rice School District. This partnership collaborated to complete the Safety Study and have been actively seeking funding to implement the recommended safety improvements. See attached for Letters of Support.

5. Crash Data for Reactive Projects ONLY: Jan. 1, 2021 through Dec. 31, 2025

Number of Crashes	**K**	**A**	**B**	**C**	**PDO**	**Total**
All Crash Types	0	0	0	0	0	0

NOTE: set filters to 2021 through 2025 in MnCMAT if you submit an Intersection Report or Section Report.

OPTIONAL: Crashes by Basic Type	**K**	**A**	**B**	**C**	**PDO**	**Total**
Pedestrian	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0
Single Vehicle Run-off-road	0	0	0	0	0	0
Single Vehicle Other	0	0	0	0	0	0
Sideswipe Same Direction	0	0	0	0	0	0
Sideswipe Opposing Direction	0	0	0	0	0	0
Rear End	0	0	0	0	0	0
Head On	0	0	0	0	0	0
Left Turn	0	0	0	0	0	0
Angle	0	0	0	0	0	0
Other	0	0	0	0	0	0

OPTIONAL: Description of any unique characteristics.
None.

Reactive projects must have a benefit-cost ratio greater than 1.00; to simplify this analysis, OTE will conduct the calculation. An electronic copy of the analysis' output will be available upon request.

6. OPTIONAL: Additional Notes

Additional Notes for Selection Committee

Mayhew Lake Road & Osauka Road Intersection Information:

- Southbound/Northbound alignment: Mayhew Lake Road
  - 55-mph speed limit
  - 40-mph school zone speed limit
  - One shared through/left turn lane and one right turn lane per approach
  - 3,300 AADT (MnDOT 2015 data) and 2,683 AADT during COVID-19 pandemic (MnDOT 2021 data)
- Eastbound/Westbound alignment: Osauka Road
  - Stop-controlled approaches
  - 30 mph speed limit
  - One shared through/left turn lane and one right turn lane per approach
  - Assumed 570 ADT on west leg and 2,000 ADT on east leg based on 2022 count data

The intersection is at the southern entrance to the Sauk Rapids-Rice High School. The intersection serves as the primary drop-off access to the school for buses and parents. Students also use this entrance. The Sauk Rapids-Rice School District will be constructing an early childhood center (2026-2027) on the site which will bring in additional traffic through the intersection. In addition, the city is redoing Mayhew Creek Park which will bring new trails along CSAH 1 and Tower Rd, athletic fields, sport courts, an outdoor activity complex and a sledding hill to the currently undeveloped park. This will generate additional traffic in the area travelling through the intersection. City activities have begun and will continue through 2027. Please see the attached figure for the proposed school and park expansion activities.

7. Submission Information

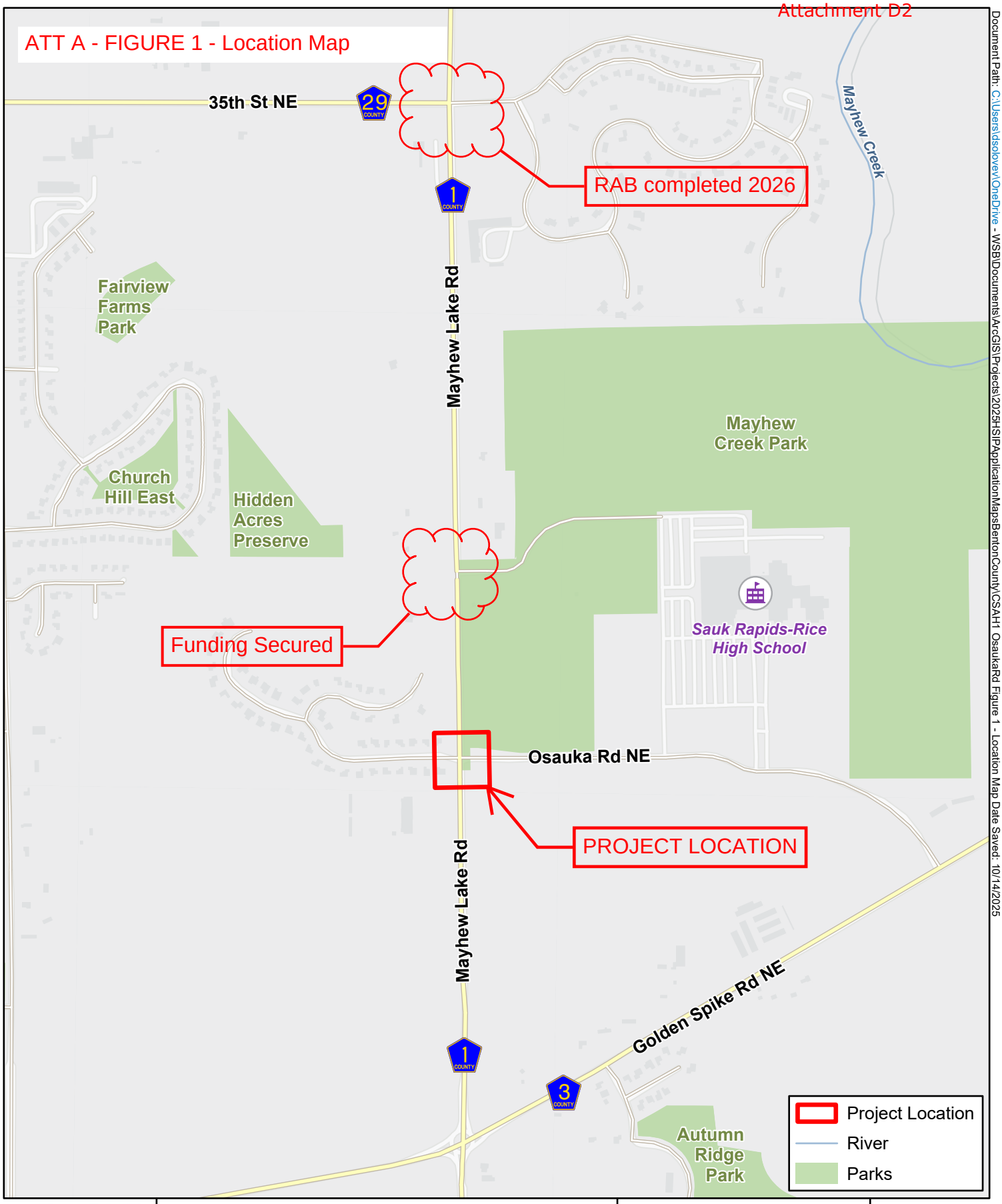
Submit this application via PDF to SafetyProject.DOT@state.mn.us by **November 26, 2027.**

Schedule of Attachments:

- Attachment A – Maps
  - Figure 1- Location Map
  - Figure 2 – Intersection Aerial Map
  - Figure 3 – Sauk Rapids-Rice High School Improvements
  - Figure 4 – CSAH 1/Osauka Rd RAB Preliminary Design
- Attachment B – Safety Sheets
  - Page 2 of Mayhew Lake Rd Safety Study
  - Page 3 of Mayhew Lake Rd Safety Study
- Attachment C – Mayhew Lake Rd Corridor Information Sheet (3 pages)
- Attachment D – Letters of Support
  - City of Sauk Rapids
  - Sauk Rapids – Rice Public Schools
  - St. Cloud Area Planning Organization (APO)

Attachment D2

ATT A - FIGURE 1 - Location Map



Document Path: C:\Users\dsolovev\OneDrive - WSB\Documents\ArcGIS\Projects\2025HSIPApplicationMapsBentonCounty\CSAH1 OsaukaRd Figure 1 - Location Map Date Saved: 10/14/2025

BENTON COUNTY

Figure 1 – Location Map

Mayhew Lake Rd (CSAH 1)/Osauka Rd Intersection
2026 HSIP Application

N

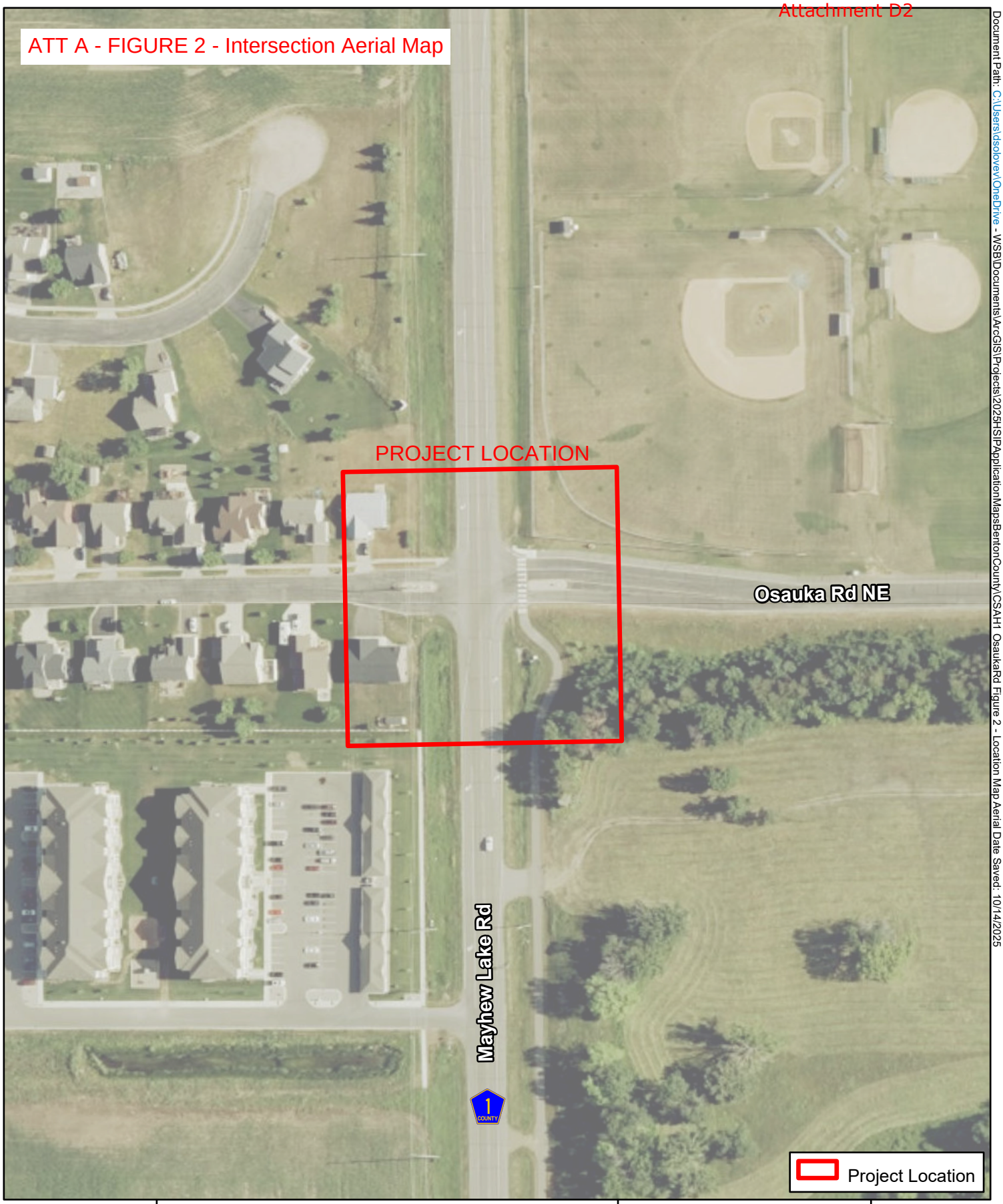
0 750 Feet

1 inch = 750 feet

wsb

Attachment D2

ATT A - FIGURE 2 - Intersection Aerial Map



Document Path: C:\Users\dsolovey\OneDrive - WSB\Documents\ArcGIS\Projects\2025HSIPApplicationMapsBentonCounty\CSAH1 OsaukaRd Figure 2 - Location Map Aerial Date Saved: 10/14/2025

BENTON COUNTY

Figure 2 – Aerial Map

Mayhew Lake Rd (CSAH 1)/Osauka Rd Intersection
2026 HSIP Application

N

0 150 Feet

1 inch = 150 feet

wsb

ATT A - FIGURE 3 - Sauk Rapids-Rice High School Improvements

Attachment D2

MAYHEW CREEK PARK PHASE 1 2025-2026

SLEDDING HILL

ISD 47 EARLY CHILDHOOD LEARNING CENTER 2026-2027

MAYHEW CREEK PARK PHASE 2 2026

MAYHEW CREEK PARK FUTURE PHASE

TOWER RD

TOWER ROAD IMPROVEMENTS

20' TRAIL EASEMENT

FUTURE TOWER ROAD EXTENSION BY CITY

TOWER ROAD & TRAIL EXTENSION BY SCHOOL DISTRICT 2026-2027

SAUK RAPIDS HIGH SCHOOL

ROUNDABOUT BY BENTON COUNTY

ISD 47 OUTDOOR ACTIVITIES COMPLEX 2026-2027

MAYHEW LAKE ROAD NE (CSAH 1)

MAYHEW LAKE ROAD NE (CSAH 1) TRAIL EXTENSION (10' TRAIL) 2027

25' TRAIL EASEMENT

HSIP PROJECT LOCATION

OSAUKA RD NE

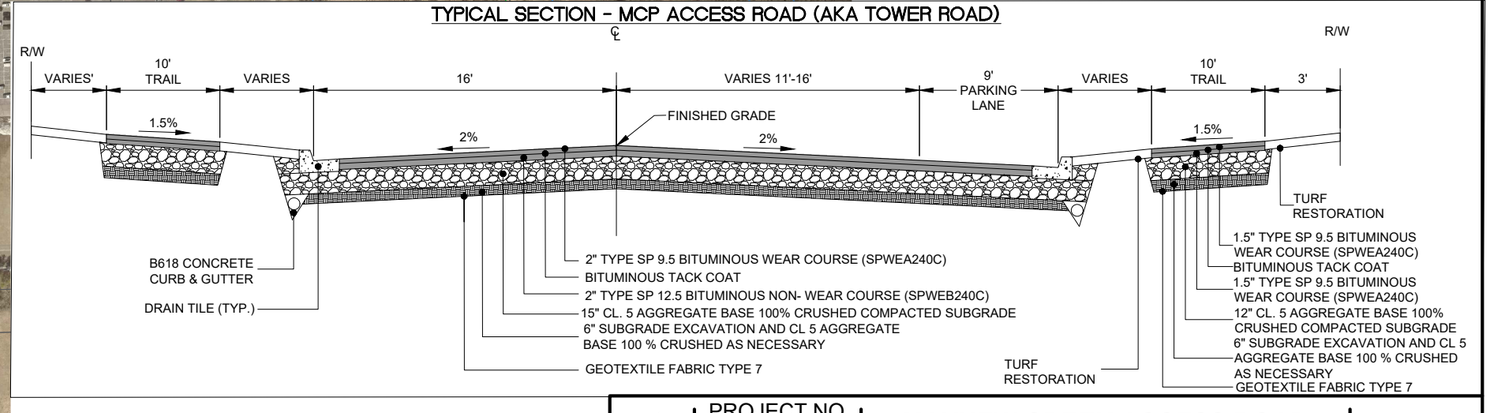
LEGEND

- BITUMINOUS STREET RECONSTRUCTION
- NEW PAVED TRAIL / WALK
- EXISTING PAVED TRAIL / WALK
- DRIVEWAYS
- CONCRETE VALLEY GUTTER
- CURB AND GUTTER
- PARKING LANE
- CONCRETE CENTER ISLAND

N

150 0 150 300
scale 75 feet

TYPICAL SECTION - MCP ACCESS ROAD (AKA TOWER ROAD)



SEH

PROJECT NO. SAUKR 187378

DATE: 9/24/2025

MAYHEW CREEK ACCESS ROAD SAUK RAPIDS, MINNESOTA OPTION 1A

FIGURE NO. 4

Save: 9/24/2025 2:59 PM tschloemer Plot: 9/24/2025 3:36 PM X:\PT\S\SAUKR\187378\5-final-dsgn\51-drawings\10-Civil\cad\dwg\exhibit\SR187378SP_1A_RAB.dwg

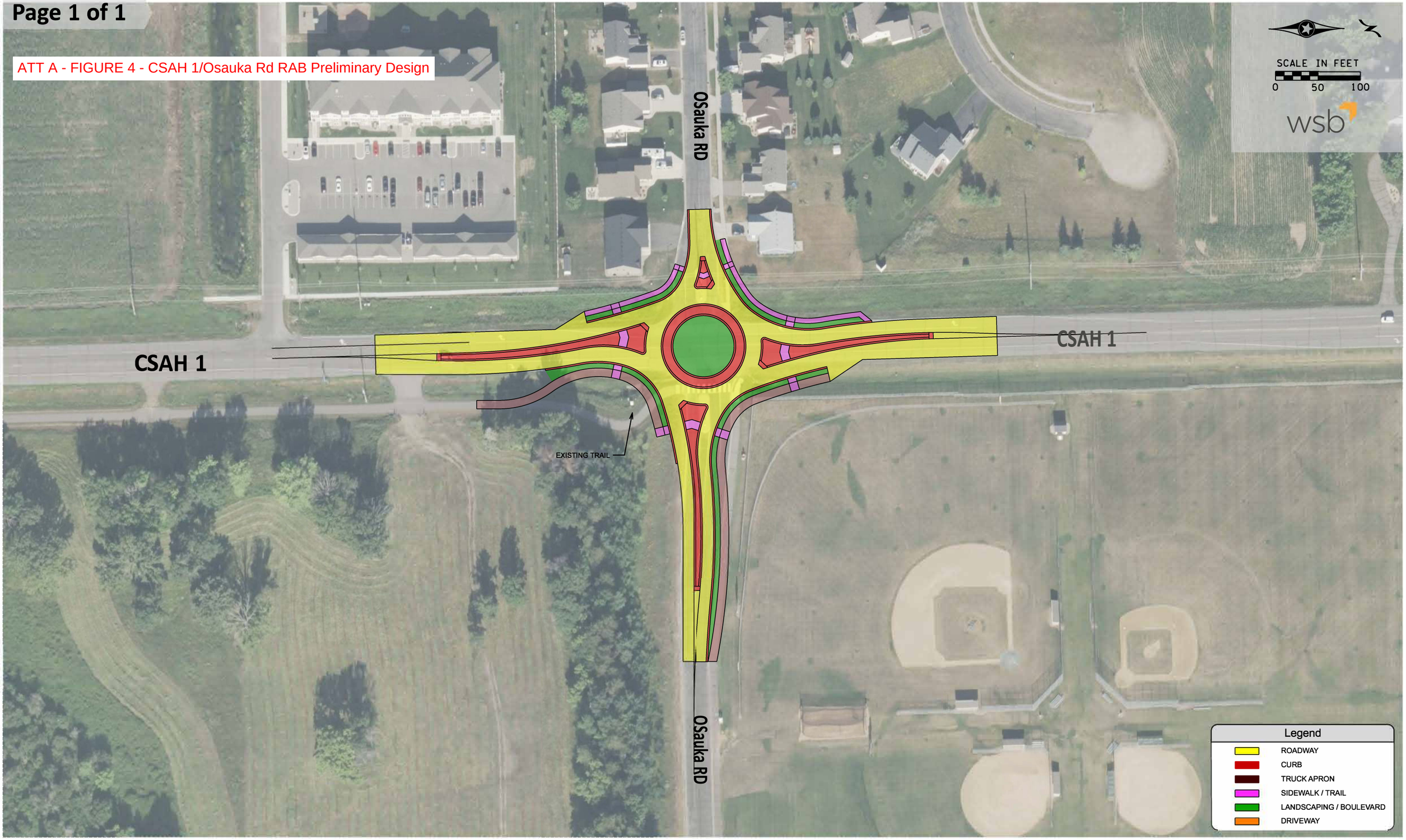
CSAH 1 and Osauka Rd Intersection

City of Sauk Rapids, Benton County, Minnesota

October 15, 2025

Attachment D2

ATT A - FIGURE 4 - CSAH 1/Osauka Rd RAB Preliminary Design



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the critical rate but above the average rate, and only one intersection is below the average crash rate. The intersections of Mayhew Lake Road with 35th Street, 15th Street, and 10th Street have the highest crash rate, at two to three times over the critical rate. The intersection of Mayhew Lake Road and 35th Street has the highest number of injury crashes, with two serious injury crashes.

Table 1 – Existing Crash Rates and Severity Types at Intersections

Mayhew Lake Road Intersection Crashes (2017-2021)										
Crash Rates						Severity				
Intersection	No. Crashes	Daily Entering Vehicles*	Calculated Crash Rate**	Avg. Crash Rate for Intersection Type	Critical Crash Rate	K	A	B	C	PDO
Mayhew Lake Rd & 35th St***	11	5,308	1.14	0.10	0.41	0	2	1	4	4
Mayhew Lake Rd & High School Ent***	2	3,400	0.32	0.10	0.47	0	0	1	0	1
Mayhew Lake Rd & Osauka Rd***	4	3,985	0.55	0.10	0.47	0	0	0	0	4
Mayhew Lake Rd & Golden Spike Rd	9	8,125	0.61	0.94	1.62	0	0	0	0	9
Mayhew Lake Rd & 15th St***	15	7,200	1.14	0.10	0.36	0	0	2	3	10
Mayhew Lake Rd & 10th St	15	7,185	1.14	0.10	0.36	0	0	2	1	12
Mayhew Lake Rd & 14th Ave	7	5,675	0.68	0.10	0.40	0	0	1	0	6
Mayhew Lake Rd & TH 23	37	22,250	0.91	0.59	0.91	0	0	3	7	27

*2015/2019 AADTS taken from MnDOT maps.

**Intersection crash rates are expressed in crashes per million entering vehicles.

***Atleast one minor leg ADT based on 2022 counts

A crash diagram summary for the eight study intersections is provided in **Table 2**. The most frequent crash diagrams are Angle/Left-Turn (41) crashes and Rear Ends (35). At the minor-approach stop-controlled intersections, nearly half of all crashes are angle/left-turn. Rear ends are the majority of crashes at the signalized intersection and run-off-road crashes are the majority at the roundabout intersection at Golden Spike Road.

Table 2 – Existing Crash Diagrams at Intersections

Mayhew Lake Road Intersection Crashes (2017-2021)											
Crash Rates		Diagram									
Intersection	No. Crashes	Ped	Bike	Run-Off-Rd	Single Vehicle Other	Sideswipe Same Dir.	Sideswipe Opp. Dir.	Rear End	Head On	Angle/ Left Turn	Other/ Unknown
Mayhew Lake Rd & 35th St***	11	0	0	1	1	0	0	1	2	5	1
Mayhew Lake Rd & High School Ent***	2	0	0	0	0	0	0	0	0	2	0
Mayhew Lake Rd & Osauka Rd***	4	0	0	0	0	1	0	2	0	1	0
Mayhew Lake Rd & Golden Spike Rd	9	0	0	5	1	0	0	2	0	0	1
Mayhew Lake Rd & 15th St***	15	0	0	0	0	2	0	5	1	7	0
Mayhew Lake Rd & 10th St	15	0	0	2	0	0	0	2	2	9	0
Mayhew Lake Rd & 14th Ave	7	1	0	0	0	0	0	2	0	4	0
Mayhew Lake Rd & TH 23	37	0	0	1	0	0	0	21	0	13	2

A five-year crash rate and severity summary was also completed for corridor segments based on the most recent AADTs, as shown in **Table 3**. The MnCMAT2 database indicates there have been a combined total of nine crashes along the corridor between 2017 and 2021, not including any intersection crashes. None of the segments have a crash rate above the critical level, but the segment between TH 23 and 15th Street has an existing rate above the average crash rate for a rural two-lane section. No fatal or serious injury crashes were reported along the corridor segments, but one minor injury crash was reported between TH 23 and 15th Street. A crash diagram summary for the three segments is provided in **Table 4**. The most frequent crash diagrams are Rear Ends (4) and Single Vehicle/Other (4).

Table 3 – Existing Crash Rates and Severity Types on Segments

Segment Crashes (not including any intersection crashes) 2017-2021											
	Crash Rates						Severity				
Mayhew Lake Rd Segments	No. Crashes	AADT*	Segment length (miles)	Calculated Crash Rate**	Avg. Crash Rate for Segment Type	Critical Crash Rate	K	A	B	C	PDO
TH 23 to 15th Street	5	4800	1.05	0.54	0.33	0.87	0	0	1	1	3
15th Street to Golden Spike Road	2	5800	0.86	0.22	0.33	0.88	0	0	0	0	2
Golden Spike Road to 35th Street	2	3300	1.15	0.29	0.33	0.96	0	0	0	1	1

*2015/2019 AADTS taken from MnDOT maps.

**Crash rates are expressed in crashes per million entering vehicles per mile.

Table 4 – Existing Crash Diagrams on Segments

Segment Crashes (not including any intersection crashes) 2017-2021											
		Diagram									
Mayhew Lake Rd Segments	No. Crashes	Ped	Bike	Run-Off-Rd	Single Vehicle Other	Sideswipe Same Dir.	Sideswipe Opp. Dir.	Rear End	Head On	Angle/ Left Turn	Other/ Unknown
TH 23 to 15th Street	5	0	0	0	2	0	0	2	1	0	0
15th Street to Golden Spike Road	2	0	0	0	1	0	0	1	0	0	0
Golden Spike Road to 35th Street	2	0	0	0	1	0	0	1	0	0	0

Crash modification factors (CMF) were identified as potential safety improvements for intersections with existing crash problems. Potential improvements from the CMF Clearinghouse include:

- Converting intersection with minor-road stop control to modern roundabout, CMF = 0.56, Crash reduction = 44 percent
- Installing a traffic signal and left turn lanes, CMF = 0.569, Crash reduction = 43.1 percent
- Installing left turn phase improvement, CMF = 0.85 for fatal/injury crashes, CMF = 0.96 for property damage only crashes, Crash reduction = 15 percent for fatal/injury crashes and 4 percent for property damage only crashes

Intersection CMF applicability and the expected number of crashes per year based on existing intersection volumes is shown in **Table 5**.

Table 5 – Crash Modification Factors

Mayhew Lake Road Intersection Crash Modification Factors									
Existing				CMF 1		CMF 2		CMF 3	
Intersection	Traffic Control	No. Crashes (5-year)	Avg. no. Crashes per year	Convert intersection with minor-road stop control to modern roundabout	Expected no. crashes per year with CMF	Install a traffic signal and left turn lanes	Expected no. crashes per year with CMF	Left turn phase improvement	Expected no. crashes per year with CMF
Mayhew Lake Rd & 35th St	Minor Approach Stop-Controlled	11	2.2	Yes	1.2	Yes	1.3	No	N/A
Mayhew Lake Rd & High School Ent	Minor Approach Stop-Controlled	2	0.4	Yes	0.2	Yes	0.2	No	N/A
Mayhew Lake Rd & Osauka Rd	Minor Approach Stop-Controlled	4	0.8	Yes	0.4	Yes	0.5	No	N/A
Mayhew Lake Rd & Golden Spike Rd	Roundabout	9	1.8	No	N/A	No	N/A	No	N/A
Mayhew Lake Rd & 15th St	Minor Approach Stop-Controlled	15	3.0	Yes	1.7	Yes	1.7	No	N/A
Mayhew Lake Rd & 10th St	Minor Approach Stop-Controlled	15	3.0	Yes	1.7	Yes	1.7	No	N/A
Mayhew Lake Rd & 14th Ave	Minor Approach Stop-Controlled	7	1.4	Yes	0.8	Yes	0.8	No	N/A
Mayhew Lake Rd & TH 23	Traffic Signal	37	7.4	No	N/A	No	N/A	Yes	6.3

THE MAYHEW LAKE ROAD PROJECT

BENTON COUNTY
QUALITY PUBLIC SERVICE

BENTON COUNTY, CITY OF SAUK RAPIDS, ST. CLOUD APO, AND SAUK RAPIDS-RICE SCHOOL DISTRICT

Mayhew Lake Road (CSAH 1) between Trunk Highway (TH) 23 in the south and CSAH 29/35th Street NE in the north

TOTAL PROJECT COST: $21,371,000

BUILD FUNDS: $17,096,800

$3 MILLION IN STATE BONDING RECEIVED TOWARDS THE ROUNDABOUTS AT OSAUKA ROAD AND STORM STREET

NON-FEDERAL FUNDS (LOCAL MATCH): $4,274,200

- Benton County State Aid
- Benton County Wheelage Tax
- Benton County Local Option Sales Tax
- City of Sauk Rapids State Aid

WHY IS THE PROJECT NEEDED?

Safety

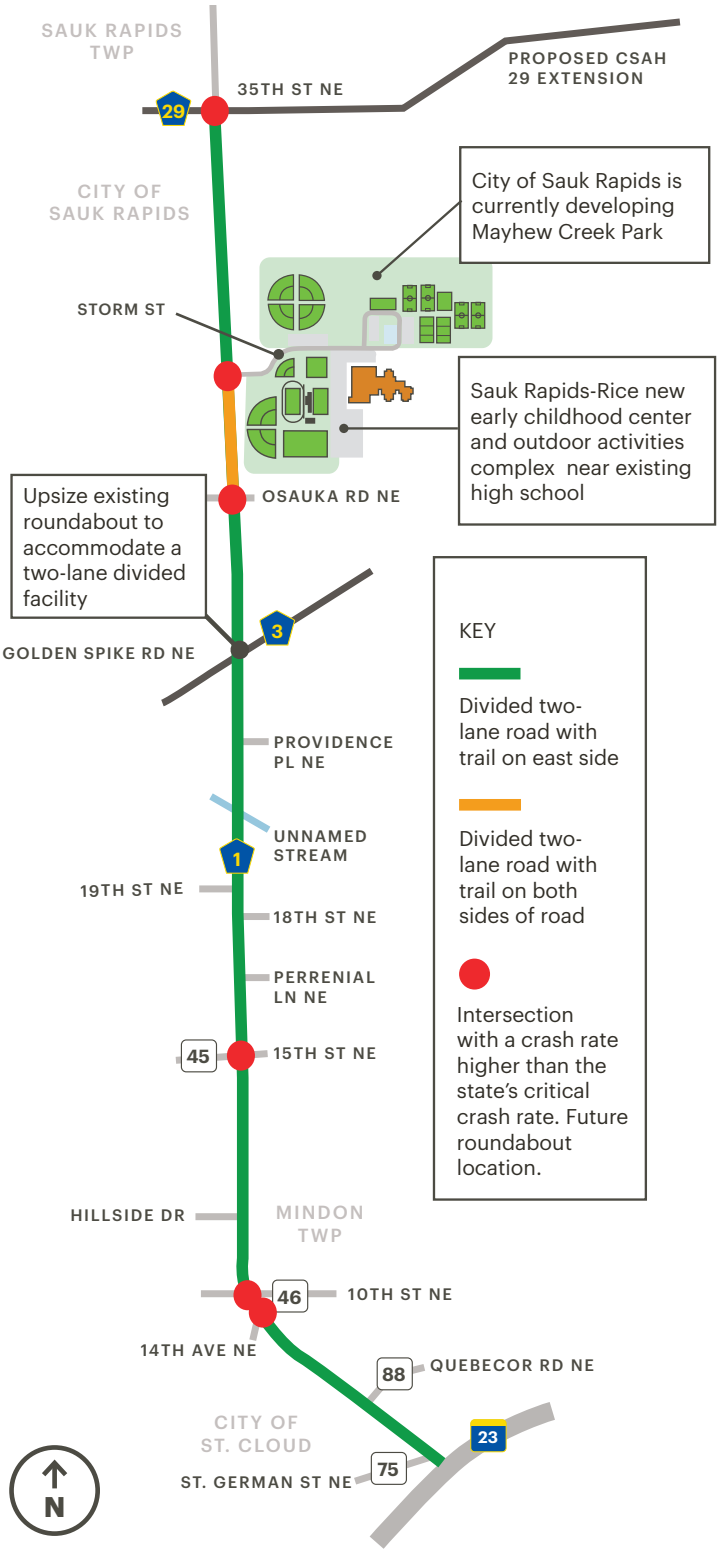
Five intersections have a crash rate that is higher than the state's critical crash rate. These rates help to identify safety issues at intersections by statistically accounting for the random nature of crashes. Intersections with above critical crash rates include: CSAH 29/35th St, Osauka Rd, CR 45/15th St, CR 46/10th St, and CR 74/14th Ave.

Future Traffic

The City of Sauk Rapids anticipates considerable growth on the east side of the community by 2045 – including residences and businesses. This will generate more traffic on Mayhew Lake Road.

Multi-modal accommodations

There is just one short segment of trail along Mayhew Lake Road (between Golden Spike Road NE and Osauka Road NE). Non-motorists now use the shoulders along the corridor to walk or bike. With more residential developments anticipated along both sides of the road, the new Mayhew Creek Park, and an existing high school, there is a need to enhance safety, mobility, and accessibility for non-motorists.





THE COUNTY ANTICIPATES CARRYING OUT THE PROJECT IN THREE PHASES

Phase 1:

Reconstruct the intersection at 35th Street (CSAH 29) with a roundabout to address the intersection with the highest crash rate on the project corridor. The county was awarded $750,000 in federal safety funds (HSIP), $440,000 in carbon reduction program (CRP) as well as a $1 million energy transition grant to reconstruct the roundabout at this intersection. The county completed design and will finish construction fall of 2026.

—

Phase 2:

Reconstruct Mayhew Lake Road between Osauka Road and Storm Street near Sauk Rapids-Rice High School to address safety issues as well as accommodate bicyclists and pedestrians.

—

Phase 3:

Construct a bowtie roundabout at 10th Street (CR 46) and 14th Avenue (CR 74). Both of these intersections have crash issues that would be addressed by this innovative roundabout design, while minimizing right-of-way impacts.

DOES THE LOCAL COMMUNITY SUPPORT THE PROJECT?

The preliminary layout for Mayhew Lake Road was developed as part of a process involving Benton County, City of Sauk Rapids, St. Cloud APO, and the Sauk Rapids-Rice School District as study partners. All partners support the identified corridor vision and will continue to coordinate throughout implementation of the Mayhew Lake Road vision.

Public engagement opportunities were held throughout 2022 as the corridor vision was being developed. To date, both study partners and the public have expressed support for the identified corridor vision.

Attachment D2

BENTON COUNTY, MINNESOTA - FUNDING SUMMARY (2026 Update)

	The Mayhew Lake Road Project	Proposed CSAH 29 Extension Project
Funding Gap	**$ (17,096,800.00)**	**$ (11,575,000.00)**
Total Project Cost	**$ 21,371,000.00**	**$ 16,575,000.00**
Local Funding to Date	**$ 1,158,705.02**	**$ 871,570.46**
Funding Secured	**$ 3,000,000.00** State Bonding received towards Roundabouts at Osauka Rd and Storm Street	**$ 5,000,000.00** Congressional Directed Spending
	$ 750,000.00 Highway Safety Improvement Program Funds for CSAH 1/29 Roundabout	
	$ 440,000.00 Carbon Reduction Program Funds for CSAH 1/29 Roundabout	
	$ 1,000,000.00 Energy Transition Grant Funds for Utility Relocation	

Attachment E

SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 *F.* 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Alex McKenzie, Associate Transportation Planner
RE: CTAC introductory meetings - community discussion themes
DATE: Oct. 16, 2026

1 p.m. Meeting (11 community participants)

- Aaron Henning
- Austin Williams
- Barbara Banaian
- Ben Thoele
- Dave Cashman
- Jenny Svihel
- Marshall Herron
- Mike McClelland
- Nick Haverhals
- Todd Holman
- Warren Luepke

6 p.m. Meeting (14 community participants)

- Andrea Nistler
- Christine Knoblauch
- Eric Stein
- George Schoephoerster
- Isaac Dibb
- John Stielow
- Lee Samuelson
- Leon Longard
- Meghan Mihalik
- Mikhail Usovich
- Pat Pflipsen
- Patrick Lynch
- Philip Dullinger
- Tom Braatz

APO Staff

- Alex McKenzie, Associate Transportation Planner
- Brian Gibson, Executive Director
- Vicki Johnson, Senior Transportation Planner

Purpose and participation

The APO held two introductory Citizens' Transportation Advisory Committee (CTAC) meetings by Microsoft Teams on Sept. 30, 2026, at 1 p.m. and 6 p.m. APO staff introduced the one-year pilot and invited residents to share how transportation works - or does not work - in their daily lives. The afternoon meeting had 11 community participants, and the evening meeting had 14.

CTAC is an advisory forum. Its discussions help inform APO staff, TAC, and the Policy Board, but CTAC does not score projects, select funding, or make final transportation decisions. No formal votes or committee recommendations were made at either meeting.

Key messages for TAC

- **Roadway delays and safety appeared in both sessions.** Residents repeatedly mentioned traffic signals, congestion, and driver behavior on Division Street/Highway 23 and Highway 15, while also suggesting safer crossings, access changes, and long-term corridor options.
- **Connected travel options matter across community boundaries.** Participants sought safer, more continuous sidewalks and bicycle routes, improved river and highway crossings, and transit trips that do not always require traveling through downtown Saint Cloud.

- **Accessibility is a practical, day-to-day concern.** Experiences included inaccessible or disappearing sidewalks, limited evening/weekend bus service, and transportation costs for workers or residents who cannot easily drive.
- **Participants do not all view problems or solutions the same way.** Some favored major road changes, others emphasized density and alternatives to driving, and one participant described the current road network as working well for his needs. E-bikes and emerging technologies also prompted different viewpoints.

Discussion findings and specific locations

Roadways, signals and driving safety | Both sessions

Participants raised signal timing, stop-and-go traffic, lane merging, and red-light running on Division Street/Highway 23 and Highway 15. The 1 p.m. session included interest in more responsive signals, fewer stops on major routes, and possible overpasses or interchange-style connections on Highways 10, 15, and 23. In the 6 p.m. session, Pat Pflipsen identified the lane reduction and turn into Walgreens near 25th Avenue N and Division Street as a specific congestion and safety concern. Evening chat comments also identified red-light running on Highway 15 between Second Street S and 12th Street N, as well as requests for additional flashing yellow left-turn signals. These are locations and options raised by participants, not findings from an engineering analysis.

Walking, bicycling and accessible streets | Both sessions

Afternoon participants identified the difficult crossing of Highway 75 from the Lake Wobegon Trail in Saint Joseph, downtown-to-river walking connections in Saint Cloud, more connected bike facilities, and safe routes near Madison Elementary School. Evening participants described limited shoulders and bicycle gaps on Stearns County Road 136 and on Graniteview Road, discomfort using bridges over the Mississippi River, and sidewalks that narrow or end unexpectedly for people using mobility aids. Across both sessions, residents wanted routes that remain safe and continuous across jurisdictional boundaries.

Transit frequency, reach and affordability | Strongest detail at 6 p.m.

The afternoon discussion included the perspective of a resident who walks, bicycles, and uses buses rather than driving. Evening participants described workers paying for rideshare trips after bus service ends on weekends; long bus trips from Sauk Rapids and Sartell; and limited practical connections to jobs, schools, and Saint Joseph. Suggestions included later and more frequent service, routes linking suburbs directly, and consideration of the planned Waite Park transit center as a transfer point. Participants also raised accessibility and affordability questions about possible on-demand and self-driving services.

Freight, emergency access and alternative routes | Primarily 6 p.m.

Isaac Dibb proposed examining time-of-day limits on through-truck traffic along Division Street while allowing local deliveries; Lee Samuelson supported exploring bypass options in chat. Other participants noted that trucks serving local businesses would still need access. There were also concerns about possible delays to ambulances at congested intersections and rail crossings. Actual freight patterns, emergency response effects, and the feasibility of any routing changes would require further analysis.

Speed management and micromobility | Session-specific perspectives

Evening participants flagged transition speeds on Stearns County Road 136 near I-94 and conditions on Mayhew Lake Road, and discussed roundabouts and traffic enforcement. Both

sessions mentioned e-bikes or other powered devices. At the 1 p.m. meeting, comments balanced sidewalk and youth-rider safety with e-bikes as a relatively affordable way to get to work. At the 6 p.m. meeting, a participant described concerns about adult e-bike riders not stopping. These comments illustrate differing experiences rather than a single committee position.

Long-range planning choices | Both sessions

The 1 p.m. meeting discussion explored housing near jobs, denser development, road/utility coordination, maintenance costs, population change, and autonomous vehicles. The 6 p.m. discussion raised separated regional bikeways, accessible public transportation, potential alternatives to the planned 33rd Street river crossing, freight separation, and self-driving vehicles. Participants described ideas for Imagine 2055.

Mentimeter: themes across the two sessions

Three anonymous questions were used at both meetings. Counts reflect entries shown, not votes, participant totals, or a statistically representative survey. Responses were open-ended and should not be read as rankings.

Prompt	1 p.m. session	6 p.m. session
"When you think about getting around the Saint Cloud area today, what is one word that comes to mind?"	9 entries. Examples: "chaotic," "messy," "frustration," "bicycle," "sidewalks."	10 entries. Examples: "congestion," "fragmented," "waiting," "potholes," "frustrating."
"I could get around more easily if ..."	8 entries. Signal timing, safe Highway 75 crossing, bike lanes, merging, fewer stops, density and mode maps.	10 entries. Fewer/shorter signal stops, separated bike lanes, maintained sidewalks and direct/frequent buses.
"Thinking about the future, what is one thing you hope is different about transportation in our region?"	8 entries. Connected walk/bike paths, less stopping on highways, regional coordination, safer travel and less car dependence.	8 entries. Safer transit, accessible pedestrian space, separated freight, roundabouts, bikeways and alternative corridor concepts.

Illustrative participant comments

"it's very difficult to get across Highway 75 safely from the Wobegon Trail into St. Joseph."
— Marshall Herron, 1 p.m.

"the answer isn't more roads, it's more density."
— Ben Thoele, 1 p.m.

"they're losing about half their hours wage just to get home from work"
— Meghan Mihalik, 6 p.m., on evening transit gaps

"it works well for me personally."
— Philip Dullinger, 6 p.m., on the existing road network

Connections to ongoing work and possible future CTAC topics

APO staff referenced the funded Highway 15 corridor study, MnDOT's planned Highway 23 pavement/signal and accessibility work, the Metro Bus Forward route redesign and planned

western transit center, the 33rd Street Bridge environmental study, and upcoming freight outreach. These provide potential opportunities to seek more focused CTAC input as information becomes available. Staff described studies and anticipated changes, not decisions made by CTAC.

- **Possible future discussions (not prioritized):** Highway 15/Division Street corridor operations and safety; Metro Bus Forward and evening/suburb-to-suburb service; accessible sidewalks, bicycle gaps and river/highway crossings; e-bike/e-scooter safety and education; freight movements and emergency access; and the long-range relationship between land use, maintenance and emerging technology.

Suggested TAC action: No formal action requested.