SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 *F.* 320.252.6557

AGENDA

APO POLICY BOARD MEETING

THURSDAY, OCTOBER 8, 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 – D)*
   a. Approve Minutes of September 10, 2026, Policy Board Meeting *(Attachment A)*
   b. Approve September Bills Lists *(Attachment B)*
   c. Receive Report on Technical Advisory Committee Meeting *(Attachment C)*
   d. Receive Report on Area Transportation Partnership (ATP-3) Funding Formula Discussions *(Attachment D)*
6. Consider Setting Federal Transportation Performance Measure Targets for 2028 *(Attachments E1 & E2), James Stapfer, Transportation Planning Technician*
   a. Suggested Action: Approve
7. Consider Joining I-94 West Coalition *(Attachment F), Joe Perske, Stearns County Commissioner*
   a. Suggested Action: Staff Recommends Discussion and Debate and Will Follow Through With Whatever the Board Decides
8. Continue Discussion Regarding E-bikes *(Attachment G), Brian Gibson, Executive Director*
   a. Suggested Action: Discussion & Consensus
9. Other Business & Announcements
10. 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 POLICY BOARD
Thursday, September 10, 2026 – 4:30 PM

A regular meeting of the Saint Cloud Area Planning Organization Policy Board was held on Thursday, September 10, 2026, at 4:30 p.m. Chair Jared Gapinski presided with the following members present:

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

Also in attendance were:

Brian Gibson	Saint Cloud APO
Vicki Johnson	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
James Stapfer	Saint Cloud APO
Trina Ness	Saint Cloud APO
Rich Neumeister	Citizen

Absent:

Tim Elness	City of Sartell
Adam Scepaniak	City of Saint Joseph

1. PLEDGE OF ALLEGIANCE

2. INTRODUCTIONS

3. APPROVAL OF AGENDA:

Mr. Theisen motioned to approve the agenda. Ms. Seamans seconded the motion. Motion carried.

4. PUBLIC COMMENT PERIOD:

No members of the public were present when meeting began.

5. CONSIDERATION OF CONSENT AGENDA ITEMS:

a. Approve Minutes of August 13, 2026, Policy Board Meeting
b. Approve August Bills Lists
c. Receive Report on Technical Advisory Committee Meeting July 30, 2026

d. Receive 6-month Budget-to-Actual Report

Mr. Bertram motioned to approve the Consent Agenda. Mr. Anderson seconded the motion. Ms. Seamans abstained. Motion carried.

6. CONSIDER FY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

APO Senior Transportation Planner Vicki Johnson stated that public comment for the FY 2027-2030 TIP began on July 15, 2026, and concluded on Aug. 14, 2026, in accordance with the APO's Stakeholder Engagement Plan (SEP). Throughout the public comment period the APO:

- Published a legal notice in the newspaper of record, St. Cloud Live.
- Several social media posts.
- Contacted individuals who have expressed interest in APO planning activities via email.
- Contacted those organizations that work closely with traditionally underrepresented populations.
- Developed 11 online surveys pertaining to the projects listed in the TIP that have yet to be constructed. These surveys did not contain advance construction projects listed in the TIP that are only awaiting federal reimbursement. We had 73 responses to the online surveys.
- Posted information about how to provide public comment on the Draft 2027-2030 TIP on the APO website, the AP's Facebook page, the APO's Instagram account, the APO's YouTube channel, and the APO's Nextdoor account.
- Hosted an in-person open house at the Saint Cloud branch of the Great River Regional Library on Tuesday, July 28, and virtual open house via Facebook Live on Monday, Aug. 3, 2026.
- Shared social media information with social media accounts connected to local agencies and jurisdictions.

Ms. Johnson stated APO staff received several responses from social media posts (particularly Facebook and Nextdoor) and the different online surveys. These responses were made available to the jurisdiction/agency that is the road authority of the area the response pertained to and are also included in Chapter 5 or Appendix C of the Draft TIP.

Mr. Anderson motioned to approve the FY 2027-2030 Transportation Improvement Program (TIP). Mr. Theisen seconded the motion. Motion carried.

7. DISCUSS E-BIKES

APO Executive Director, Brian Gibson provided background information about e-bikes and other electric devices that are becoming more common. He noted the problems they create when they are used on shared-use paths.

Great discussion was had by Board members, who agreed that:

1. APO staff should create graphics and text for a general social-media campaign to help educate residents (but especially parents) about the differences between the various electric mobility devices;
2. APO staff should create an information campaign for parents and students and work with school districts to distribute the information, and
3. Facilitate the development of a draft regional policy for electric mobility devices that the Board members could take back to their individual jurisdictions for consideration. Board members felt strongly that there should policy consistency across all jurisdictions to avoid confusing the public.

8. OTHER BUSINESS & ANNOUNCEMENTS

Mr. Gibson stated that at the direction of the Policy Board during the August 2026 meeting, he contacted our lobbyist in Washinton DC and inquired as to whether she felt it would be wise for Mr. Gibson to attend the Transportation Alliance Washington DC trip. She encouraged Mr. Gibson's attendance.

Mr. Gapinski stated he spoke with Mr. Sands from the St. Cloud Holiday Inn, and he was not aware of a Hwy 15 study. Mr. Gapinski suggested Mr. Gibson reach out to him.

Mr. Conway asked if the closing of Park Avenue during the Hwy 23 reconstruction is intended to be permanent. Ms. Johnson will check with MnDOT. Mr. Conway stated the community's main concern is truck traffic on residential streets due to the closure.

9. ADJOURNMENT

Mr. Anderson motioned to adjourn the meeting. Mr. Conway seconded the motion. Mr. Gapinski adjourned the meeting at 5:30 p.m.

St Cloud Area Planning Organization

Transaction List by Vendor
September 2026

Date	Amount	Split
Abdo LLP		
09/01/2026	5,374.00	6602 Accounting Services
Total for Abdo LLP	**$5,374.00**	
Adobe Creative Cloud		
09/07/2026	267.81	6609 IT Support & Software
Total for Adobe Creative Cloud	**$267.81**	
AFLAC		
09/03/2026	923.64	2150 Payroll Benefits Payable:2150.5 Aflac Payable
Total for AFLAC	**$923.64**	
BCBS of MN		
09/02/2026	5,505.73	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for BCBS of MN	**$5,505.73**	
City of St. Cloud - Water/Sewer		
09/02/2026	326.16	6606 Utilities and Maintenance:6606.1 Utilities
Total for City of St. Cloud - Water/Sewer	**$326.16**	
Delta Dental		
09/15/2026	306.75	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for Delta Dental	**$306.75**	
HealthEquity		
09/01/2026	4.00	6560A Wages and Benefits:6600 Employee Benefits:6600.6 HSA Account
09/16/2026	711.68	6560A Wages and Benefits:6600 Employee Benefits:6600.6 HSA Account
Total for HealthEquity	**$715.68**	
Intuit		
09/05/2026	140.00	6609 IT Support & Software
Total for Intuit	**$140.00**	
Larkin Hoffman Public Affairs Inc		
09/09/2026	6,000.00	
Total for Larkin Hoffman Public Affairs Inc	**$6,000.00**	
Loffler Companies		
09/01/2026	136.67	6608 Multifunction Copier
Total for Loffler Companies	**$136.67**	
Mailchimp.com		
09/02/2026	20.00	6603 Communications
Total for Mailchimp.com	**$20.00**	
Metro Sales Inc		
09/11/2026	1,398.28	6609 IT Support & Software
Total for Metro Sales Inc	**$1,398.28**	
Minuteman Press		
09/08/2026	188.49	6609.1 Equipment & Hardware
Total for Minuteman Press	**$188.49**	

St Cloud Area Planning Organization

Transaction List by Vendor
September 2026

Date	Amount	Split
Premium Waters, Inc.		
09/08/2026	32.22	6606 Utilities and Maintenance:6606.2 Maintenance
Total for Premium Waters, Inc.	**$32.22**	
Principal Mutual Life Insurance		
09/01/2026	299.51	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for Principal Mutual Life Insurance	**$299.51**	
Stearns Electric Association		
09/03/2026	230.96	6606 Utilities and Maintenance:6606.2 Maintenance
Total for Stearns Electric Association	**$230.96**	
West Central Sanitation, Inc		
09/01/2026	61.17	6606 Utilities and Maintenance:6606.2 Maintenance
Total for West Central Sanitation, Inc	**$61.17**	
WSP USA Inc		
09/17/2026	20,903.66	
Total for WSP USA Inc	**$20,903.66**	
Xcel Energy		
09/09/2026	51.72	6606 Utilities and Maintenance:6606.2 Maintenance
Total for Xcel Energy	**$51.72**	
TOTAL	**$42,882.45**	

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 Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: Staff report of the Sept. 24, 2026, Technical Advisory Committee meeting
DATE: Sept. 29, 2026

The Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) held a regular meeting on Thursday, Sept. 24, 2026. At that meeting, the following topics were discussed:

1. **Presentation and discussion on the Minnesota Department of Transportation's (MnDOT's) Transportation Emissions Assessment Efforts**

   MnDOT Office of Sustainability and Public Health 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.

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 stated the development and adoption of transportation performance measures and performance targets are a requirement by the Federal government. Both the state and metropolitan planning organizations (MPOs) are required to establish targets for safety on a yearly basis and infrastructure/system performance on a two-year and four-year cycle.

   Mr. Stapfer has proposed the following targets.

PM 1: Transportation Safety

Performance Measure	2026 Target	2021-2025 Actual Baseline Data	Proposed 2027 Target	MnDOT 2027 Targets
Fatalities	7.6	6.8	**6.8**	352.4
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 Poor Condition	1%	0.6%	**1%**	4%	**1%**	4%
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

TAC representatives recommended Policy Board approval of the performance measure targets as presented.

3. **Other Business and Announcements**

   APO Senior Transportation Planner Vicki Johnson stated there will not be a 2031 solicitation for the Carbon Reduction Program (CRP). She also confirmed with MnDOT District 3 Planning Director Steve Voss that there will also not be an Area Transportation Partnership (ATP) solicitation for PROTECT funds this year.

   APO Associate Transportation Planner Alex McKenzie stated APO staff will be tabling at the Saint Joseph Farmers Market on Friday, Sept. 25 as part of the Imagine 2055 outreach. He also stated the upcoming Citizens' Transportation Advisory Committee (CTAC) meeting will be held on Wednesday, Sept. 30. Times for the meeting will be at 1 p.m. or 6 p.m.

   City of Sartell Director of Community and Economic Development Kari Haakonson announced she is leaving the City of Sartell effective Oct. 9.

Suggested Action: None, informational.

Attachment D

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 Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: Central Minnesota Area Transportation Partnership (ATP-3) ATP Managed Program Distribution Formula Update
DATE: Sept. 29, 2026

The APO's Policy Board first recommended APO staff work with the Central Minnesota Area Transportation Partnership (ATP-3) to update the funding distribution formula used for the ATP Managed Surface Transportation Block Grant Program (STBGP) funds back in September 2024. Since that time, the ATP has charged the Area Transportation Improvement Program (ATIP) Development Committee with reviewing data sources to come up with recommendations on how to create a formula that could be updated on a regular basis to reflect current conditions.

Over the past 18 months, the ATIP has consulted several data sources and has proposed several funding formula options to be considered at the Oct. 1, 2026, ATP-3 meeting.

Background

ATP-3 is comprised of four planning regions:

1. Region 5 Development Commission.
2. East Central Regional Development Commission (Region 7E).
3. Region 7W.
4. Saint Cloud Area Planning Organization.

When it comes to the distribution of the ATP-3's STBGP (the federal funding primarily used for roadways and bridges) funds, funds are currently allocated as follows:

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%	33.0%
Saint Cloud APO	-	38.35%	20.53%

The determination of this funding allocation distribution was developed in 1999 (taking effect in 2003) when the ATP-3 approved a methodology for sub-targeting the local share

of STBGP funds to each of the four regions. Prior to the sub-targeting, the ATP conducted an ATP-wide solicitation for STBGP funds and relied on participation and input from the regions and a somewhat rigid technical application and scoring procedure. This process, according to MnDOT District 3 staff, was highly technical and did not reflect the local and regional transportation priorities nor did it provide adequate assurance to the partnership of stable and equitable funding.

As a result, a revision to the previous (ATP-wide) distribution of federal funding was made to loosely mirror the state's methodology of distributing STBGP funding to each of the eight ATPs. The MnDOT statewide formula had distributed STBGP funds to each of the ATPs based on system size (40%) and system use (60%).

System size factors included: the ATP's share of bridge area, federal aid lane miles, and number of buses.

System use factors included: Vehicle Miles Traveled (VMT), Heavy Commercial Vehicle Miles Traveled (HCVMT) and future 2025 population projections.

During the original meetings back in 1999, the ATP approved a slight variation of this methodology which resulted in a 50/50 split. However, since several of the factors in the formulas were only available at the county level, Region 7W and the Saint Cloud APO met to negotiate and agree upon an acceptable split.

Initial Internal Discussions (May-August 2024)

Following conversations with MnDOT staff, APO staff opted to follow the State's methodology in determining the targeting of ATP funds. The following table was created using the 2023 CSAH and 2023 MSA Cities funding needs according to the 2023 Data Apportionment reports,

(CSAH: https://mdl.mndot.gov/items/m5257, MSA: https://mdl.mndot.gov/items/m16003)

as well as the 2020 Census population data (2020: DEC Redistricting Data (PL 94-171)).

Greater MN State Aid Needs for FY2018 to FY 2027

ATP	Jan 23 CSAH Needs	Jan 23 MSA Needs	combined	Gtr Mn Share
1	16.61%	19.52%	16.95%	7.67%
2	12.07%	4.74%	11.22%	5.08%
3	17.02%	23.59%	17.79%	8.05%
4	13.12%	8.78%	12.62%	5.71%
6	15.08%	25.77%	16.32%	7.39%
7	14.25%	10.80%	13.85%	6.27%
8	11.85%	6.81%	11.26%	5.10%
M	0.00%	0.00%	0.00%	54.74%
Total	100.0%	100.0%	100.0%	100.0%

Data provided by SALT

Population Distribution (2010 Census)

ATP	Rural (<5k)		5k to 200k	>200k	Total	Share	% Pop 50% Needs
1	208,867		147,108	-	355,975	6.7%	7.2%
2	123,910		39,791	-	163,701	3.1%	4.1%
3	436,847		208,600	-	645,447	12.2%	10.1%
4	157,466		84,687	-	242,153	4.6%	5.1%
6	204,946		289,738	-	494,684	9.3%	8.4%
7	162,154		122,166	-	284,320	5.4%	5.8%
8	148,933		65,258	-	214,191	4.0%	4.6%
M	165,416		87,424	2,650,614	2,903,454	54.7%	54.7%
State TOTAL	1,608,539	-	1,044,772	2,650,614	5,303,925	100.0%	100.0%
				5,303,925			

Updated for FY2028 from State Aid (w/o Chisago, Chiscago included in Metro ATP)

Jan 23 CSAH Needs	Jan 23 MSA Needs	combined
2,438,589,526	674,670,894	3,113,260,420
1,831,860,920	171,865,058	2,003,725,978
2,512,605,044	927,313,120	3,439,918,164
2,161,273,152	400,385,761	2,561,658,913
2,549,561,468	937,438,198	3,486,999,666
3,055,734,918	365,691,903	3,421,426,821
2,135,380,769	257,065,451	2,392,446,220
0	0	0
16,685,005,797	3,734,430,385	20,419,436,182

ATP	Jan 23 CSAH Needs	Jan 23 MSA Needs	combined	Gtr Mn Share
1	14.62%	18.07%	15.25%	6.64%
2	10.98%	4.60%	9.81%	4.28%
3	15.06%	24.83%	16.85%	7.34%
4	12.95%	10.72%	12.55%	5.47%
6	15.28%	25.10%	17.08%	7.44%
7	18.31%	9.79%	16.76%	7.30%
8	12.80%	6.88%	11.72%	5.11%
M	0.00%	0.00%	0.00%	56.42%
Total	100.0%	100.0%	100.0%	100.0%

from SALT using January 2023 Needs

Population (2020 Census Data) from OTSM

ATP	Rural (<5k)	5k to 50k	50k to 200k	>200k	Total	Share	Updated for FY28 % Pop 50% Needs
1	202,891	59,481	92,220		354,592	6.2%	6.4%
2	123,579	31,359	9,059		163,997	2.9%	3.6%
3	381,017	192,688	117,638		691,343	12.1%	9.7%
4	153,376	55,075		48,471	256,922	4.5%	5.0%
6	205,528	185,276	127,048		517,852	9.1%	8.3%
7	165,258	65,191	60,206		290,655	5.1%	6.2%
8	135,980	75,428			211,408	3.7%	4.4%
M	277,500	27,359		2,914,866	3,219,725	56.4%	56.4%
State TOTAL	1,645,129	691,857	406,171	2,963,337	5,706,494	100.0%	100.0%
				5,706,494			

Source File: 2021ATP Populations.xlsx

Once APO staff were able to track down what data sets were used, staffers began breaking down the ATP-3 data (population, County-State Aid Highway needs, and Municipal State Aid needs) on a county level. It should be noted that population and CSAH needs numbers broken down at the county level were an exact match to the data the state provided. However, there was a discrepancy with the MSA numbers. Upon further review, this

discrepancy was noted throughout all ATPs. APO staff did reach out to both State Aid (MnDOT Central Office) and MnDOT District 3 staff for guidance. However, all three agencies reached the same totals for ATP-3 MSA numbers – which differed from the MSA numbers reported in the screenshot above. That said, APO staff is confident with the following analysis.

APO staff brought forth their initial findings to the APO's Policy Board at the September 2024 Board meeting for their input and recommendations of how APO staff should proceed. It was determined that APO staff should request the ATP to review the current formula and subsequently update it as appropriate.

ATP-3 Actions

At the October 2024 ATP-3 meeting, ATP-3 members in a narrow decision greenlit the inquiry to review and possibly update the ATP Managed Program formula. Conversations were held at subsequent meetings (January and April 2025) to determine who would be charged with looking into the formula and collecting the data, as well as which group would be making the recommendations to the ATP. It was decided that given the regional representation of the ATIP Development Committee (with regional planners and engineers from each of the four areas serving on this committee) that this committee would be the one charged with discussing the proposed formula changes.

Also requested by the ATP was the recommendation to split out the APO from Region 7W. As noted above, the original APO/7W split of funds was discussed separate from the regional distribution discussion in 1999. This was due to the limitations of separating out APO-specific data points from the larger countywide data points.

Between April 2025 and September 2026, this group met approximately five times. During these meetings, the ATIP Development Committee discussed proposed data sources they would like to explore to come up with a new formula. The charge was to find data sources that could be updated on a regular basis.

At the most recent meeting, Sept. 22, ATIP Development Committee members met to review the data sources collected by MnDOT staff per the committee's request. Those data sources included:

- Population data from the 2020 Census.
- Federal Aid Lane Miles (county and city lane miles eligible for STBGP funding).
- Bridge Area data (again, for county and city only). This was broken down into 10-foot bridge area and 20-foot bridge area.
- Federal Aid Vehicle Miles Traveled (VMT).
- County-State Aid (CSAH) Lane Miles.
- Municipal State Aid Street (MSAS) Lane Miles.

In review of these data sets, it was recommended the following be excluded from the final analysis:

- 10-foot bridge area: This was due to bridges of this size not being eligible for STBGP funding.
- Federal Aid VMT: Due to the cutbacks of MnDOT collecting VMT data particularly on the rural system, this data set would be unreliable going forward.
- CSAH and MSAS Lane Miles: This data set would be represented by the Federal Aid Lane Miles data set.

Utilizing the remaining data points, the ATIP Development Committee worked to align the

data sets with the ideal 50/50 split between system size and system use – something reflected at the state level.

Based on this, the following three scenarios were proposed.

1. Federal Aid Lane Miles (45%)/Bridge Area 20-feet (10%)/Population (45%).
2. Federal Aid Lane Miles (40%)/Bridge Area 20-feet (10%)/Population (50%).
3. Federal Aid Lane Miles (45%)/Bridge Area 20-feet (5%)/Population (50%).

The following tables include a review of the data broken down by region as well as the comparison between the proposed change and current formula.

Federal Aid Lane Miles (45%)/Bridge Area 20-feet (10%)/Population (45%)

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**

Federal Aid Lane Miles (40%)/Bridge Area 20-feet (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**

Federal Aid Lane Miles (45%)/Bridge Area 20-feet (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**

The ATIP Development Committee stated that if approved, these changes would not be retroactive and would ideally take effect during the FY 2032 solicitation period – starting in

October 2027.

The ATP will be reviewing the proposed changes to the ATP Managed Program at the Oct. 1, 2026, meeting. Additional updates on this matter will be provided in a memo to be distributed to Policy Board members at the Oct. 8 meeting.

Suggested Action: None, informational.

Attachment E1

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 Policy Board
FROM: James Stapfer, Planning Technician
RE: Consideration of Year 2026 PM Targets
DATE: Sept. 30, 2026

The Moving Ahead for Progress in the 21st Century (MAP-21) Act instituted transportation performance measurement (PM) for state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) like the APO. MAP-21 directed the FHWA and the FTA to develop performance measures to assess a range of factors. State DOTs and MPOs are required to establish targets for each performance measure. In 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law and expanded upon MAP-21 performance-based outcomes and provided long-term funding certainty for surface transportation infrastructure planning and investment. Performance measures were built into the FAST Act to emphasize planning and programming philosophies that are based upon continuously collected transportation data. Additionally, the FAST Act included requirements for state DOTs and MPOs to establish targets for various performance measures. These targets set measurable benchmarks for FTA, FHWA, state DOTs and MPOs to easily track their progress on safety, pavement condition, and system reliability goals. This performance-based approach is meant to improve accountability of Federal transportation investments, assess risks related to different performance levels, and increase transparency.

PM1: TRANSPORTATION SAFETY

Safety Performance Management supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for five safety performance measures. The goal of the safety measures is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. MPOs must establish their HSIP targets before April of the calendar year for which they apply.

There are five performance measures for the purpose of carrying out the HSIP. Each performance measure is reported using a five-year rolling average.

1. Number of fatalities.
2. Rate of fatalities (Per 100 million Vehicle Miles Traveled (VMT)).
3. Number of serious injuries.
4. Rate of serious injuries (Per 100 million VMT).
5. Number of non-motorized fatalities and non-motorized serious injuries.

The APO's responsibilities when setting targets include:

- Establish HSIP targets for all public roads in the metropolitan planning area (MPA) in coordination with the State.
- Estimate VMT for all public roads within the MPA for rate targets.

- Coordinate with the State and include the safety performance measures and the MPO's safety targets for those measures in the metropolitan transportation plan (MTP).
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures, and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the state's Strategic Highway Safety Plan (SHSP).
- Include a description in the APO's Transportation Improvement Program (TIP) of the anticipated effect of programmed projects toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets.

MPOs, including the APO, must either support state targets or develop their own before April 2027.

Attachment E2 includes the 2016-2025 safety data for the APO region.

The following table details the safety related targets and is updated every year.

Performance Measures	**Five-Year Rolling Average**			**2026 Targets**	**Proposed 2027 Targets**	**MnDOT 2027 Targets**
	2021-2025	*2021-2025*	*2019-2023*			
	Actual	**Target**	**Baseline**			
Fatalities	6.8	**7.8**	7.8	**7.6**	**6.8**	**352.4**
Fatality Rate (100 MVMT)	0.506	**0.596**	0.607	**0.596**	**0.506**	**0.582**
Serious Injuries	35.4	**23.0**	33.0	**23.0**	**23.0**	**1,463.4**
Serious Injury Rate (100 MVMT)	2.637	**1.946**	2.535	**1.946**	**1.946**	**2.470**
Non-Motorized Fatalities and Serious Injuries	6.6	**6.2**	6.8	**6.2**	**6.2**	**258.4**

PM2: INFRASTRUCTURE

Pavement Performance Management supports the National Highway Performance Program (NHPP) pavements on the National Highway System (NHS) and requires State DOTs and

MPOs to set NHPP targets for four safety performance measures. The goal of the pavement condition measures is to maintain pavements at or above a minimum condition level.

There are four performance measures for the purpose of carrying out the NHPP:

1. Percent of Interstate pavements in Good condition.
2. Percent of Interstate pavements in Poor condition.
3. Percent of non-Interstate NHS pavements in Good condition.
4. Percent of non-Interstate NHS pavements in Poor condition.

Pavement condition is calculated using the following measures:

- Roughness (IRI).
- Rutting (asphalt pavements only).
- Cracking.
- Faulting (concrete pavements only).

If interstate pavement falls below the minimum level (5% of interstate lane-miles in poor condition) for the most recent year, MnDOT must obligate National Highway Performance Program and transfer Surface Transportation Program (STP) funds to address interstate condition in next fiscal year.

Attachment E3 includes the 2025 pavement condition ratings for the APO region.

MPOs, including the APO, must support state targets or develop their own before April, 2027.

Unlike PM1 targets, PM2 targets are updated, at a minimum, every four years. However, these targets must be revisited every two years – thus giving the state and/or MPO the opportunity to adjust.

The following table details the ***Interstate*** pavement condition targets.

Performance Measures	2025 Results	2025 Targets	Proposed 2027 Targets	MnDOT 2027 Target	Proposed 2029 Targets	MnDOT 2029 Target
Good Condition	64.5%	**90%**	**70%**	**60%**	**70%**	**60%**
Poor Condition	0.0%	**1%**	**1%**	**2%**	**1%**	**2%**

The following figure details the ***non-Interstate NHS*** pavement conditions.

Performance Measures	2025 Results	2025 Targets	Proposed 2027 Targets	MnDOT 2027 Target	Proposed 2029 Targets	MnDOT 2029 Target
Good Condition	54.9%	**65%**	**60%**	**40%**	**60%**	**40%**
Poor Condition	0.6%	**1%**	**1%**	**4%**	**1%**	**4%**

Similar to pavement condition, bridge condition management supports the NHPP and requires State DOTs and MPOs to set NHPP targets for two bridge condition performance measures. The goal of the NHPP are: to provide support for the condition and performance of the NHS (National Highway System); to provide support for the construction of new facilities on the NHS; and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

There are two performance measures for the purpose of carrying out the NHPP.

1. Percentage of NHS bridge deck area classified as in Good condition.
2. Percentage of NHS bridge deck area classified as in Poor condition.

Attachment E4 includes the 2025 bridge condition ratings for the APO region.

The following details the condition of bridges located on the NHS.

Performance Measures	2025 Results	2025 Targets	Proposed 2027 Targets	MnDOT 2027 Target	Proposed 2029 Targets	MnDOT 2029 Target
Good Condition	9.1%	**60%**	**40%**	**30%**	**40%**	**20%**
Poor Condition	0.9%	**1%**	**1%**	**5%**	**1%**	**5%**

PM3: SYSTEM PERFORMANCE

Travel time reliability is defined as the consistency or dependability of travel times from day to day or across different times of the day. Level of Travel Time Reliability (LOTTR) is a comparison, expressed as a ratio, of the 80th percentile travel time of a reporting segment to the "normal" (50th percentile) travel time of a reporting segment occurring throughout a full calendar year.

Data collected from each reporting segment are a list of average travel times for all traffic (all vehicles) in 15-minute periods for the following time spans:

a. Travel times occurring between the hours of 6 a.m. and 10 a.m. for every weekday (Monday-Friday) from Jan. 1 through Dec. 31 of the same year.

b. Travel times occurring between the hours of 10 a.m. and 4 p.m. for every weekday (Monday-Friday) from Jan. 1 through Dec. 31 of the same year.

c. Travel times occurring between the hours of 4 p.m. and 8 p.m. for every weekday (Monday-Friday) from Jan. 1 through Dec. 31 of the same year.

d. Travel times occurring between the hours of 6 a.m. and 8 p.m. for every weekend day (Saturday-Sunday) from Jan. 1 through Dec. 31 of the same year.

There are two performance measures used to assess reliability:

a. Percent of the person-miles traveled on the Interstate that are reliable; and

b. Percent of person-miles traveled on the non-Interstate NHS that are reliable.

Similar to PM2, PM3 targets are updated, at a minimum, every four years. However, these targets must be revisited every two years – thus giving the state and/or MPO the opportunity to adjust.

MPOs, including the APO, must either support state targets or develop their own before April, 2027.

Attachment E5 includes the 2025 travel time reliability indices for the APO region.

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The following table details the LOTTR targets for both the Interstate and non-Interstate NHS.

Performance Measures	2025 Results	2025 Targets	Proposed 2027 Targets	MnDOT 2027 Target	Proposed 2029 Targets	MnDOT 2029 Target
Interstate	100%	**100%**	**100%**	**82%**	**100%**	**82%**
Non-Interstate NHS	97.7%	**91%**	**91%**	**90%**	**91%**	**90%**

In addition to LOTTR, PM3 must include information on the Truck Travel Time Reliability (TTTR) index.

TTTR is calculated using the 95th percentile travel time divided by the Normal Truck Travel Time (50th percentile) and rounded to the nearest hundredth. This data set shall include, for each reporting segment, a ranked list of average truck travel times, to the nearest second, for 15-minute periods of a 24-hour period for an entire calendar year that:

A. Includes "a.m. peak" travel times occurring between the hours of 6 a.m. and 10 a.m. for every weekday (Monday-Friday) from Jan. 1 through Dec. 31 of the same year.

B. Includes "midday" travel times occurring between the hours of 10 a.m. and 4 p.m. for every weekday (Monday-Friday) from Jan. 1 through Dec. 31 of the same year.

C. Includes "p.m. peak" travel times occurring between the hours of 4 p.m. and 8 p.m. for every weekday (Monday-Friday) from Jan. 1 through Dec. 31 of the same year.

D. Includes "overnight" travel times occurring between the hours of 8 p.m. and 6 a.m. for every day (Sunday-Saturday) from Jan. 1 through Dec. 31 of the same year.

E. Includes "weekend" travel times occurring between the hours of 6 a.m. and 8 p.m. for every weekend day (Saturday-Sunday) from Jan. 1 through Dec. 31 of the same year.

TTTR is only evaluated at the Interstate level.

MPOs must support state targets or develop their own before April, 2027.

Attachment E6 includes the 2025 TTTR index for the APO region.

The following table details the TTTR index.

Performance Measures	2025 Results	2025 Targets	Proposed 2027 Targets	MnDOT 2027 Target	Proposed 2029 Targets	MnDOT 2029 Target
TTTR Index	1.13	**1.22**	**1.22**	**1.4**	**1.22**	**1.4**

OVERALL RECOMMENDATIONS

APO staff is looking for Policy Board approval of PM1, PM2, and PM3 targets. Overall, the targets established by MnDOT have been determined to be of limited value to the APO, especially when compared with the existing conditions and priorities of the APO. Therefore, by adopting different targets from the state, the APO can focus on localized issues within its region and target funding that will work toward the goals of the APO as established within the MTP.

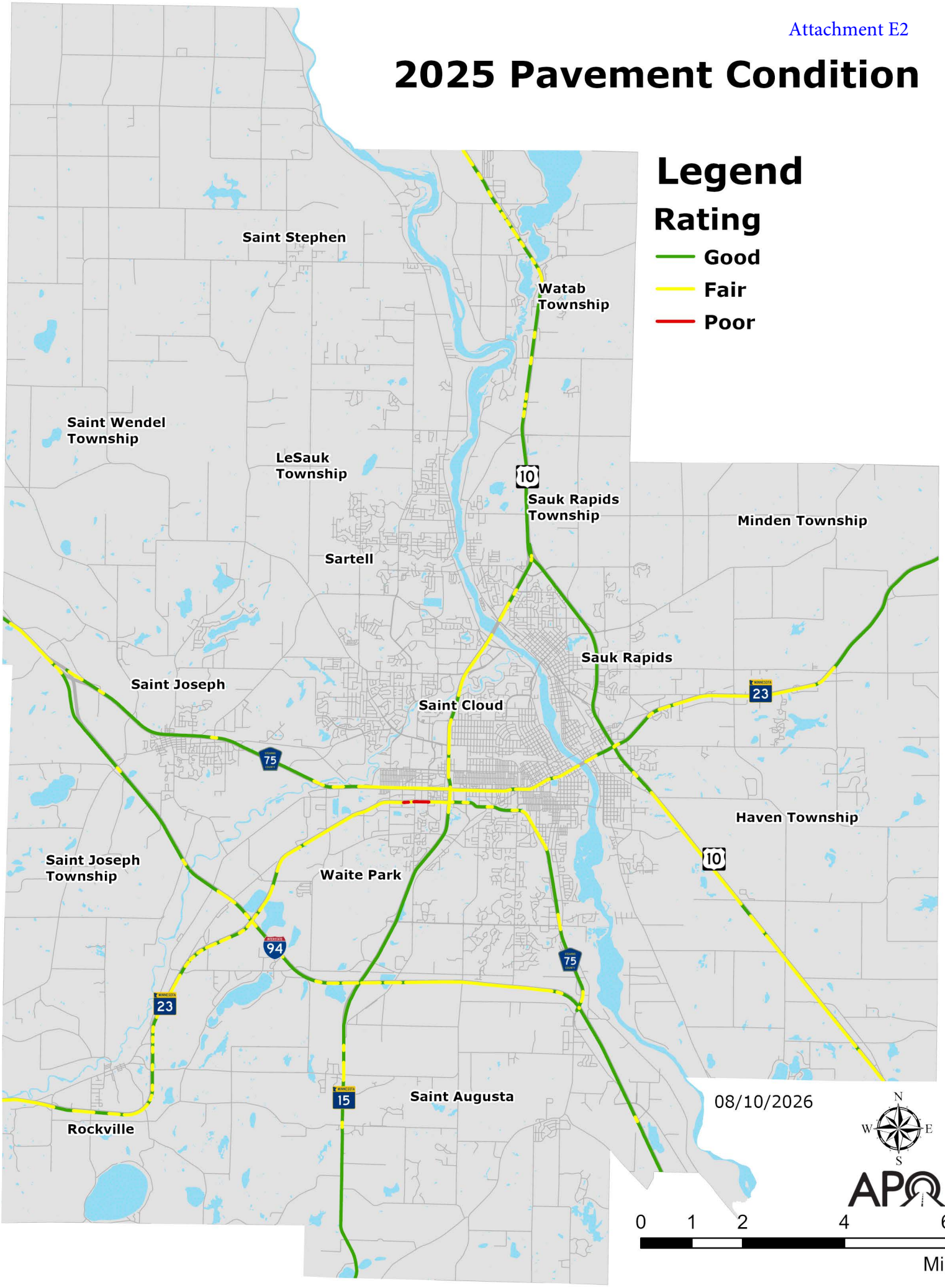
The TAC recommended Policy Board approval in the 09/24/26 meeting.

Requested Action Today: Policy Board approval of the PM1, PM2, and PM3 targets.

Year	Fatalities	Fatalities (5-Year Rolling Average)	Serious Injuries	Serious Injuries (5-Year Rolling Average)	Non-Motorized Fatalities and Serious Injuries	Non-Motorized Fatalities and Serious Injuries (5-Year Rolling Average)	Fatality Rate (100 Million VMT)	Fatality Rate (100 Million VMT)(5-Year Rolling Average)	Serious Injuries Rate (100 Million VMT)	Serious Injuries Rate (100 Million VMT)(5-Year Rolling Average)	Vehicle Miles Travelled (VMT)	VMT (5-year rolling average)
2006	9	#N/A	43	#N/A	6	#N/A	0.876	#N/A	4.183	#N/A	1,027,972,528	#N/A
2007	3	#N/A	45	#N/A	9	#N/A	0.305	#N/A	4.582	#N/A	982,134,209	#N/A
2008	7	#N/A	31	#N/A	9	#N/A	0.649	#N/A	2.872	#N/A	1,079,326,341	#N/A
2009	4	#N/A	23	#N/A	8	#N/A	0.365	#N/A	2.101	#N/A	1,094,597,764	#N/A
2010	10	6.6	20	32.4	3	7.0	0.923	0.624	1.846	3.117	1,083,492,809	1,053,504,730
2011	6	6.0	26	29.0	4	6.6	0.557	0.560	2.414	2.763	1,076,994,062	1,063,309,037
2012	7	6.8	24	24.8	7	6.2	0.648	0.628	2.223	2.291	1,079,650,620	1,082,812,319
2013	9	7.2	23	23.2	7	5.8	0.835	0.666	2.134	2.144	1,078,013,661	1,082,549,783
2014	5	7.4	15	21.6	5	5.2	0.462	0.685	1.387	2.001	1,081,777,213	1,079,985,673
2015	14	8.2	19	21.4	12	7.0	1.275	0.756	1.730	1.978	1,097,990,473	1,082,885,206
2016	7	8.4	36	23.4	8	7.8	0.605	0.765	3.111	2.117	1,157,341,437	1,098,954,681
2017	8	8.6	25	23.6	7	7.8	0.666	0.769	2.081	2.088	1,201,246,468	1,123,273,850
2018	8	8.4	20	23.0	8	8.0	0.568	0.715	1.419	1.946	1,408,997,849	1,189,470,688
2019	7	8.8	24	24.8	6	8.2	0.493	0.721	1.689	2.006	1,420,633,842	1,257,242,014
2020	12	8.4	32	27.4	10	7.8	1.025	0.671	2.732	2.207	1,171,158,196	1,271,875,559
2021	5	8.0	32	26.6	2	6.6	0.377	0.626	2.414	2.067	1,325,434,322	1,305,494,136
2022	9	8.2	34	28.4	5	6.2	0.685	0.629	2.587	2.169	1,314,168,958	1,328,078,634
2023	6	7.8	43	33.0	11	6.8	0.454	0.607	3.251	2.535	1,322,843,269	1,310,847,718
2024	6	7.6	33	34.8	7	7.0	0.439	0.596	2.417	2.680	1,365,362,754	1,299,793,500
2025	8	6.8	35	35.4	8	6.6	0.576	0.506	2.518	2.637	1,389,786,433	1,343,519,147

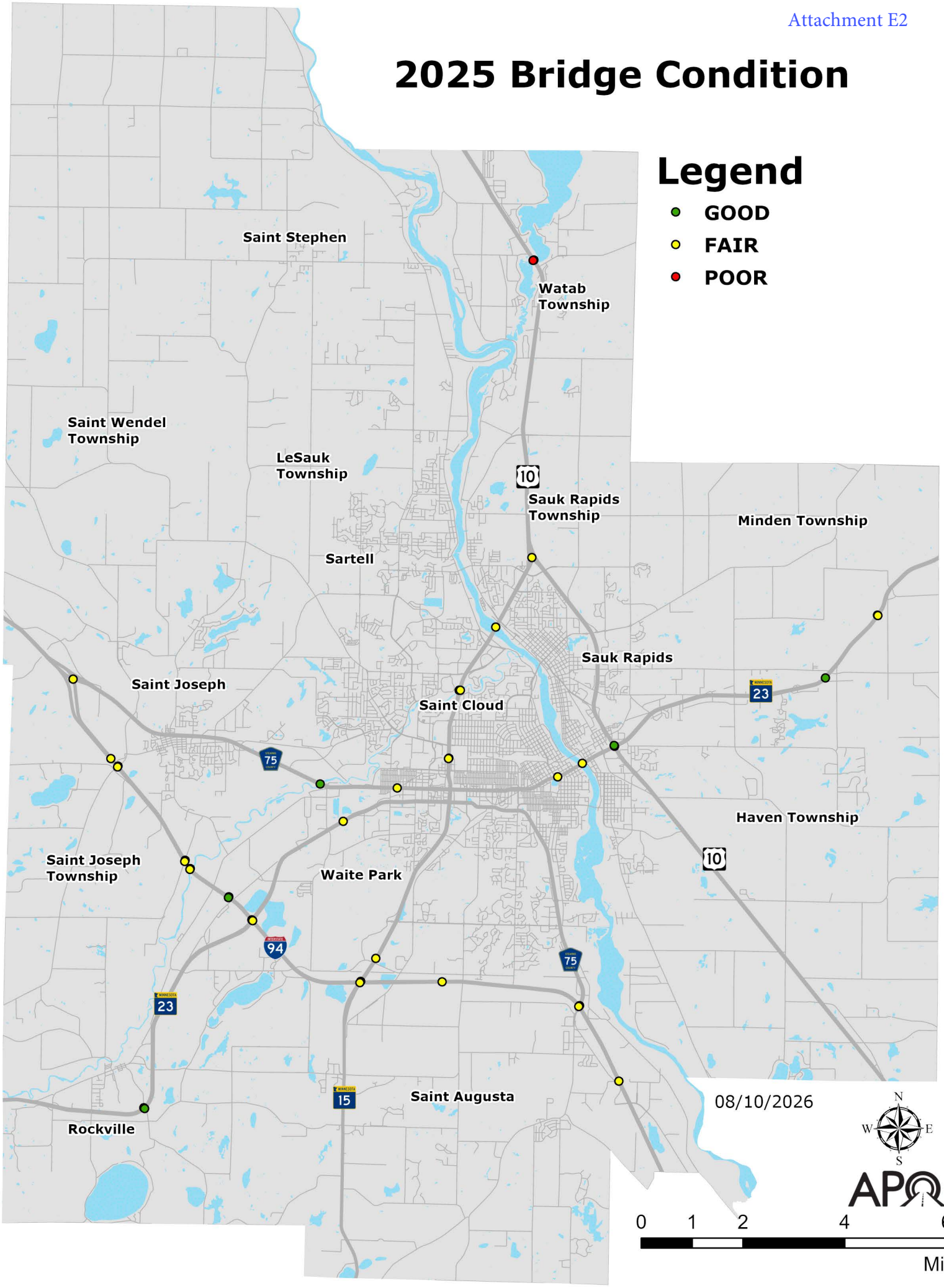
Attachment E2

2025 Pavement Condition



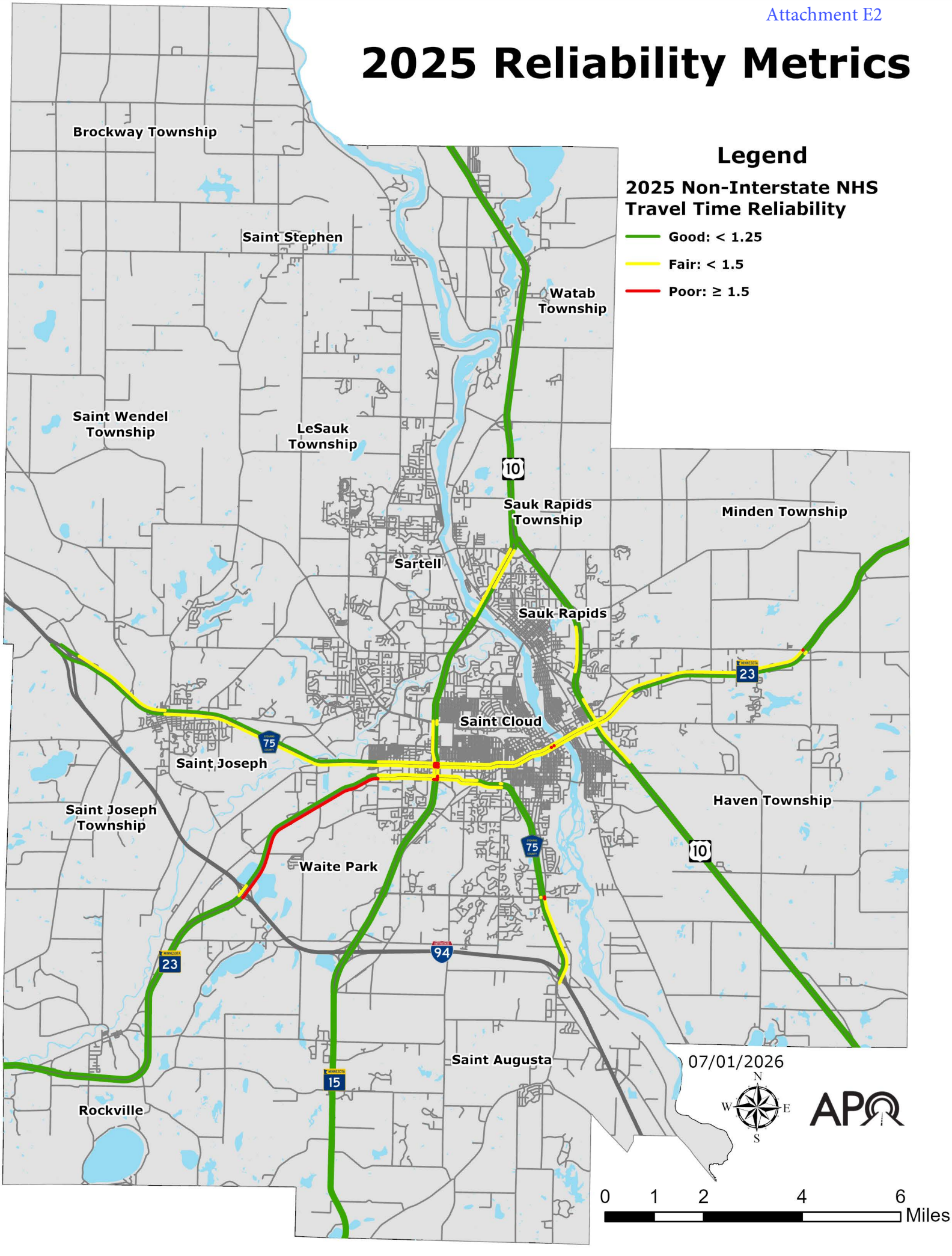
Attachment E2

2025 Bridge Condition



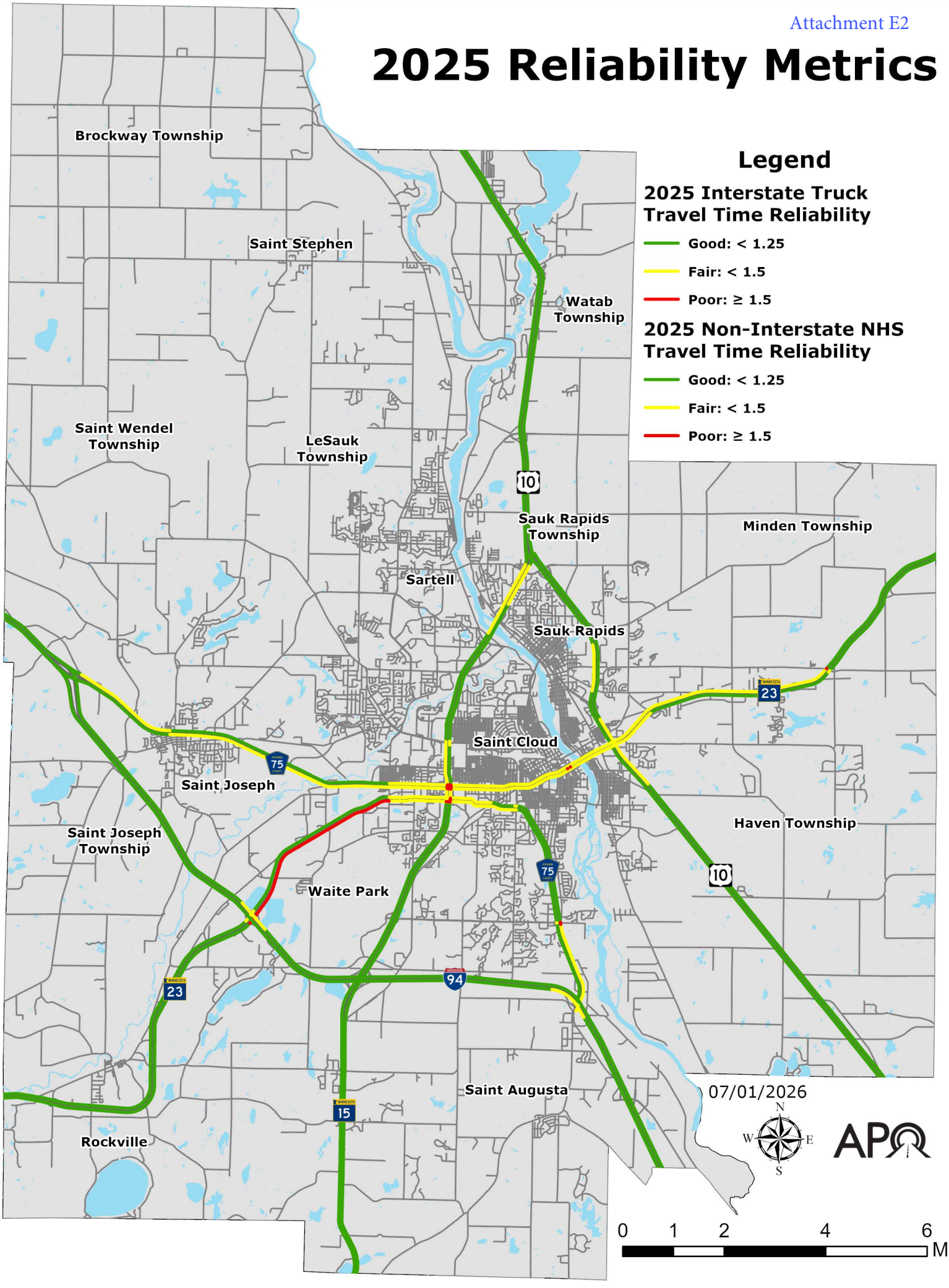
Attachment E2

2025 Reliability Metrics



Attachment E2

2025 Reliability Metrics



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 APO Policy Board
FROM: Brian Gibson, Executive Director
RE: Consider Joining I-94 West Coalition
DATE: September 30, 2026

The I-94 West Coalition advocates for improvements to I-94 and its supporting infrastructure from Maple Grove to Saint Cloud. Current membership includes:

- Wright County
- City of Albertville
- City of Otsego
- City of Maple Grove
- City of Dayton
- City of St. Michael
- City of Rogers
- City of Clearwater
- City of Monticello
- Monticello Chamber of Commerce and Industry
- Saint Cloud Area Chamber of Commerce
- Greater Saint Cloud Development Corporation
- A few other private companies

Commissioner Perske wanted to engage the board about the possibility of the APO joining the coalition.

Suggested Action: Discuss the issue and provide direction to staff.

Attachment G

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 APO Policy Board
FROM: Brian Gibson, Executive Director
RE: E-bikes, Part 2
DATE: October 1, 2026

Following-up on your discussion from last month, we wanted to start the process of deciding what might go into a local ordinance pertaining to e-bikes and other electric mobility devices and vehicles.

As you probably know, cities are receiving increasing calls from citizens stating that e-bikes, e-scooters, and e-skateboards are being ridden recklessly or unsafely on shared-use paths.

As a refresher, here are the classes of e-bikes

- Class 1 E-Bike
  - Pedal assist only. Motor assistance stops at 20 mph
- Class 2 E-Bike
  - Throttle may propel without pedaling. Motor assistance stops at 20 mph
- Class 3 E-Bike
  - Pedal assist only. Motor assistance stops at 28 mph
- E-Moto
  - Not defined legally but generally applied to any electric assist two-wheeled vehicle with an electric motor of more than 750 watts. Top speeds can reach 45-70 mph.

Minnesota law requires e-bike operators to be 15 years of age or older. Generally, e-bikes can operate in the same manner as conventional bicycles.

E-motos are motorcycles under Minnesota law and the driver must be licensed to drive a motorcycle and carry motorcycle insurance, and the vehicle must have a license plate.

- E-Scooters
  - Top speed 15 mph
  - Minimum age 12 years or older
  - Helmets required for riders under 18

Survey of Permissibility on Shared-Use Paths

Jurisdiction	Vehicle Gate	Behavior Gate
King County, WA	Class 1-2 allowed; Class 3 prohibited	15 mph or lower if conditions warrant; audible passing; Class 3 riders must be 16 or older
Denver, CO	Class 1-2 allowed; <750W with working pedals allowed; e-motos prohibited; Class 3 allowed in on-street bike lanes	15 mph or lower if conditions warrant; audible passing; yield to pedestrians; Class 3 riders must be 16 or older; helmets mandatory for anyone 18 or under; front white light at night
Boulder, CO	Class 1-2 allowed; Class 3 restricted to streets and on-street bike lanes	15 mph or lower; 8 mph in crosswalks; yield to pedestrians; audible passing; use lights at night; Class 3 riders must be 16 or older; riders under 18 must wear helmet
Portland, OR	Class 1-2 allowed; Class 3 restricted on narrow or busy paths	12 mph or lower in city parks; reduced to 5 mph when close to other path users in city parks; Class 1 riders must be 14 or older; Class 2 and 3 riders must be 16 or older; helmets required for all riders under 16
New York City	Class 1-3 allowed	15 mph or lower; helmets mandatory for all Class 3 riders and any rider 16-17 (minimum age to operate is 16)
Blaine, MN	Class 1-2 allowed; Class 3 prohibited	20 mph or lower; helmets required for all riders under 18
Rogers, MN		No e-bike, e-moto, or e-scooter may operate carelessly, recklessly, or at unreasonable speeds; Helmets required for all riders under 18
Minneapolis, MN	Class 1-2 allowed; Class 3 prohibited	Front white light required at night
Brooklyn Park, MN	Class 1-3 allowed	28 mph or lower

Some cities have different requirements for city parks and paths in city parks.

Possible shared-use path rules for discussion:

- **Maximum Speed:** No electric mobility device (all e-bikes, e-scooters, Segways, hoverboards, etc.) may exceed 15 mph on shared-used paths. Slower travel may be required when conditions warrant it.
- **Vehicle Restriction:** No electric vehicle, including e-motos, is permitted on shared-use path (basically, if the state requires licensure to operate the vehicle, it cannot be on a shared-use path)
- **Behavior/Operation:** Any operation that is careless or reckless is prohibited when considering stopping distances, pavement width, surface, weather, visibility, congestion, the presence of children, animals, or people with disabilities.
- **Pedestrian Priority:** Yield right-of-way to pedestrians and slower users. Slow before approaching them or overtaking them.
- **Passing:** Give an audible signal or warning from a safe distance before overtaking; pass on the left only when safe; leave a safe clearance distance.
- **Predictable Conduct:** No racing, weaving through traffic, wheelies, stunts, towing or clinging to another vehicle.
- **Stopping and Parking:** Do not stop or park in the travel way. Do not block travel way or access.
- **Equipment and Passengers:** Meet all state laws regarding lighting, brakes, passengers, helmet use, and equipment requirements applicable to the device.
- **Crossings & Traffic Control:** Obey traffic-control signals, yield as required, enter or cross a roadway only when safe.
- **City Parks:** Do we want rules specific to city parks that differ from shared-use paths?

Suggested Action: Discuss the issue and provide direction to staff.