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, NOVEMBER 12, 2026 - 4:30 P.M.
GREAT RIVER REGIONAL LIBRARY – BREMER ROOM
1300 W. ST. GERMAIN ST., ST. CLOUD, MN 56301

1. Pledge of Allegiance
2. Introductions
3. Approval of Agenda
4. Public Comment Period
5. Approve Consent Agenda Items *(Attachments A – E)*
   a. Approve Minutes of October 8, 2026, Policy Board Meeting *(Attachment A)*
   b. Approve October Bills Lists *(Attachment B)*
   c. Approve Ranking Benton County Project (Roundabout at CSAH 1 & Osauka Road) as Our Top Regional Priority for Highway Safety Improvement Program (HSIP) Funding *(Attachments C1 & C2)*
   d. Receive Report on Technical Advisory Committee (TAC) Meeting of October 29, 2026 *(Attachment D)*
   e. Receive Report on Citizen's Transportation Advisory Committee (CTAC) *(Attachment E)*
6. Presentation from I-94 Coalition *(Attachment F), Steven Bot, I-94 West Coalition*
   a. Suggested Action: None, informational only
7. Presentation on Greenhouse Gas Emissions Requirements for State Highway Projects *(Attachment G), Anna Pierce, Carbon Reduction Program Coordinator*
   a. Suggested Action: None, informational only
8. Presentation on Federal and State Political Environment *(Attachment H), Grady Harn & Julia Page, Government Relations Specialists, Larkin Hoffman*
   a. Suggested Action: None, informational only
9. Update on E-Bike Public Information Campaign *(Attachments I1 & I2), Brian Gibson, Executive Director*
   a. Suggested Action: None, informational only
10. Other Business & Announcements
11. Adjournment

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

English

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

Somali

Ururka Qorsheynta Deegaanka ee Cloud Cloud (APO) wuxuu si buuxda u waafaqsanahay Cinwaanka VI ee Xuquuqda Xuquuqda Rayidka ee 1964, Cinwaanka II ee Sharciga Naafada Mareykanka ee 1990, iyo qawaaniinta iyo qawaaniinta la xiriira. APO waa u furan tahay dhammaan dadka awooda oo dhan. Qofka u baahan dib-u-habeyn ama dejin, caawimaad gargaar ah, adeegyo turjumaad, adeegyo turjubaan, iwm, si uu uga qeyb galo kulan dadweyne, oo ay ku jiraan helitaanka ajendahaan iyo / ama ku lifaaqan qaab kale, ama luqadda fadlan la xiriir APO. 320-252- 7568 ama at admin@stcloudapo.org 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, October 8, 2026 – 4:30 PM

A regular meeting of the Saint Cloud Area Planning Organization Policy Board was held on Thursday, October 8, 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
Adam Scepaniak	City of Saint Joseph
Frank Theisen	City of Waite Park
Joe Perske	Stearns County
Raeanne Danielowski	Sherburne County
Jeff Westerlund	Le Sauk Township
Michael Kedrowski	Metro Bus [Alternate]

Also in attendance were:

Brian Gibson	Saint Cloud APO
Vicki Johnson	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
James Stapfer	Saint Cloud APO
Trina Ness	Saint Cloud APO
Rep. Bernie Perryman	Mn House District 14A

Absent:

Tim Elness	City of Sartell

1. PLEDGE OF ALLEGIANCE

2. INTRODUCTIONS

3. APPROVAL OF AGENDA

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

4. PUBLIC COMMENT PERIOD

No members of the public were present when meeting began for discussion.

5. CONSIDERATION OF CONSENT AGENDA ITEMS:

a. Approve Minutes of September 10, 2026, Policy Board Meeting
b. Approve September Bills Lists
c. Receive Report on Technical Advisory Committee Meeting September 24, 2026

d. Receive Report on Area Transportation Partnership (ATP-3) Funding Formula Discussions - removed from Consent Agenda

Mr. Anderson motioned to remove Item D from the consent agenda for discussion. Mr. Perske seconded the motion. Motion carried.

Ms. Seamans motioned to approve the Amended Consent Agenda Items A through C. Ms. Danielowski seconded the motion. Motion carried.

REPORT ON AREA TRANSPORTATION PARTNERSHIP (ATP-3) FUNDING FORMULA DISCUSSIONS

Ms. Johnson reviewed the background of the request for the ATP-3 formula funding review. She reviewed the meetings and discussions the ATP-3 and then the ATIP Development Committee had regarding the review of the current funding formula and recommendations on how the funding formula should be changed and what happens going forward. The outcome was not favorable for the APO, however, the data will be updated on a regular basis and given the growth in the southern half of the ATP-3, we could see our percentages go up over the years. Group discussion amongst Board members followed.

Mr. Anderson motioned to receive the report on the Area Transportation Partnership (ATP-3) Funding Formula Discussions . Mr. Theisen seconded the motion. Motion carried.

6. CONSIDER SETTING FEDERAL TRANSPORTATION PERFORMANCE MEASURE TARGETS FOR 2028

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, then 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.

[THIS AREA INTENTIONALLY LEFT BLANK]

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
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

Mr. Anderson motioned to approve the Federal Performance Measure Targets 1-3 for 2028. Mr. Scepaniak seconded the motion. Motion carried.

7. CONSIDER JOINING I-94 WEST COALITION

APO Board Member and Stearns County Commissioner, Joe Perske, stated that in the most recent trip to DC, topics that were encouraged for funding were CR 29 and Mayhew Lake Road in Benton County, the beltway and bridge crossing, and the Hwy 23 expansion of a 4-lane build out from Foley to I-35. Mr. Perske also addressed the possibilities of amending the wetland replacement process with representatives and their staff. He stated that Michelle Fischbach's office will be accepting transportation project applications for Congressionally Directed Spending. He also explained that the I-94 West Coalition is an advocate for improvements of I-94 West from Clearwater to Hwy 23, and its supporting infrastructure from Maple Grove to Saint Cloud. The cost is 50 cents per resident up to $10,000.

Group discussions ensued and it was decided that the Coalition Director, Steve Bot, be requested to attend the November Policy Board meeting, if he is available, with more information.

8. CONTINUE DISCUSSION REGARDING E-BIKES

APO Executive Director, Brian Gibson, recalled the discussion from last month's Policy Board meeting, as well as the all-cities meeting discussion on E-Bikes, etc. He presented a brief refresher as to the Class of E-Bike's (1, 2, 3, E-Moto, and E-Scooters), the definition of each.

Mr. Gibson then presented research showing different towns, cities, and states that have set guidance on each class of E-Bike and the expected behavior within that entity. He then turned the meeting over to a group discussion on the topic with the Board asking APO staff to keep working on the education aspect of electric bicycles, scooters, etc. for distribution through the schools once approved by city councils, county board, and law

enforcement.

9. OTHER BUSINESS & ANNOUNCEMENTS

- Mr. Gibson asked DC group to discuss items to purchase for DC trip with Trina.
    - Board members decided on the multicolor pop-it ball

- Mr. Gapinski asked Board members to remember the lobbyists, Megan is doing an incredible job and remember you can join in with the APO.

10. ADJOURNMENT

Mr. Theisen motioned to adjourn the meeting. Ms. Danielowski seconded the motion. Mr. Gapinski adjourned the meeting at 6:20 p.m.

St Cloud Area Planning Organization

Transaction List by Vendor
October 2026

Date	Amount	Split
Adobe Creative Cloud		
10/07/2026	267.81	6609 IT Support & Software
Total for Adobe Creative Cloud	**$267.81**	
ADP Tax		
10/05/2026	5,631.48	
10/05/2026	5,648.55	
Total for ADP Tax	**$11,280.03**	
AFLAC		
10/05/2026	923.64	2150 Payroll Benefits Payable:2150.5 Aflac Payable
Total for AFLAC	**$923.64**	
BCBS of MN		
10/02/2026	5,505.73	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for BCBS of MN	**$5,505.73**	
Delta Dental		
10/13/2026	306.75	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for Delta Dental	**$306.75**	
HealthEquity		
10/01/2026	510.52	6560A Wages and Benefits:6600 Employee Benefits:6600.6 HSA Account
10/01/2026	4.00	6560A Wages and Benefits:6600 Employee Benefits:6600.6 HSA Account
Total for HealthEquity	**$514.52**	
Intuit		
10/02/2026	20.00	6609 IT Support & Software
Total for Intuit	**$20.00**	
J&J Legacy, LLC dba Weisman Cleaning		
10/01/2026	150.00	6606 Utilities and Maintenance:6606.2 Maintenance
10/31/2026	150.00	6606 Utilities and Maintenance:6606.2 Maintenance
Total for J&J Legacy, LLC dba Weisman Cleaning	**$300.00**	
Larkin Hoffman Public Affairs Inc		
10/14/2026	6,000.00	
Total for Larkin Hoffman Public Affairs Inc	**$6,000.00**	
Loffler Companies		
10/01/2026	106.00	6608 Multifunction Copier
Total for Loffler Companies	**$106.00**	
Metro Sales Inc		
10/05/2026	1,398.28	6609 IT Support & Software
Total for Metro Sales Inc	**$1,398.28**	
MN PERA		
10/05/2026	2,629.56	2150 Payroll Benefits Payable:2150.1 PERA Payable
10/20/2026	2,637.00	2150 Payroll Benefits Payable:2150.1 PERA Payable
Total for MN PERA	**$5,266.56**	

St Cloud Area Planning Organization

Transaction List by Vendor
October 2026

Date	Amount	Split
Principal Mutual Life Insurance		
10/01/2026	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		
10/05/2026	183.84	6606 Utilities and Maintenance:6606.2 Maintenance
Total for Stearns Electric Association	**$183.84**	
Traut Companies		
10/07/2026	140.00	6606 Utilities and Maintenance:6606.2 Maintenance
Total for Traut Companies	**$140.00**	
West Central Sanitation, Inc		
10/01/2026	62.39	6606 Utilities and Maintenance:6606.2 Maintenance
Total for West Central Sanitation, Inc	**$62.39**	
Xcel Energy		
10/07/2026	52.48	6606 Utilities and Maintenance:6606.2 Maintenance
Total for Xcel Energy	**$52.48**	
TOTAL	**$32,627.54**	

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: FY 2028-2031 Greater MN Highway Safety Improvement Program projects
DATE: Oct. 30, 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:

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

At the Oct. 29, 2026, Technical Advisory Committee (TAC) meeting, APO TAC representatives heard more about the project from both the Benton County Engineer and the City of Sauk Rapids's Community Development Director.

TAC representatives recommended Policy Board approval for Benton County to continue with the HSIP application process.

Suggested Action: Rank the Benton County project to construct a roundabout at CSAH1/Mayhew Lake Road & Osauka Road NE as the region's top priority for HSIP funding for the FY 2028-2031 solicitation.

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

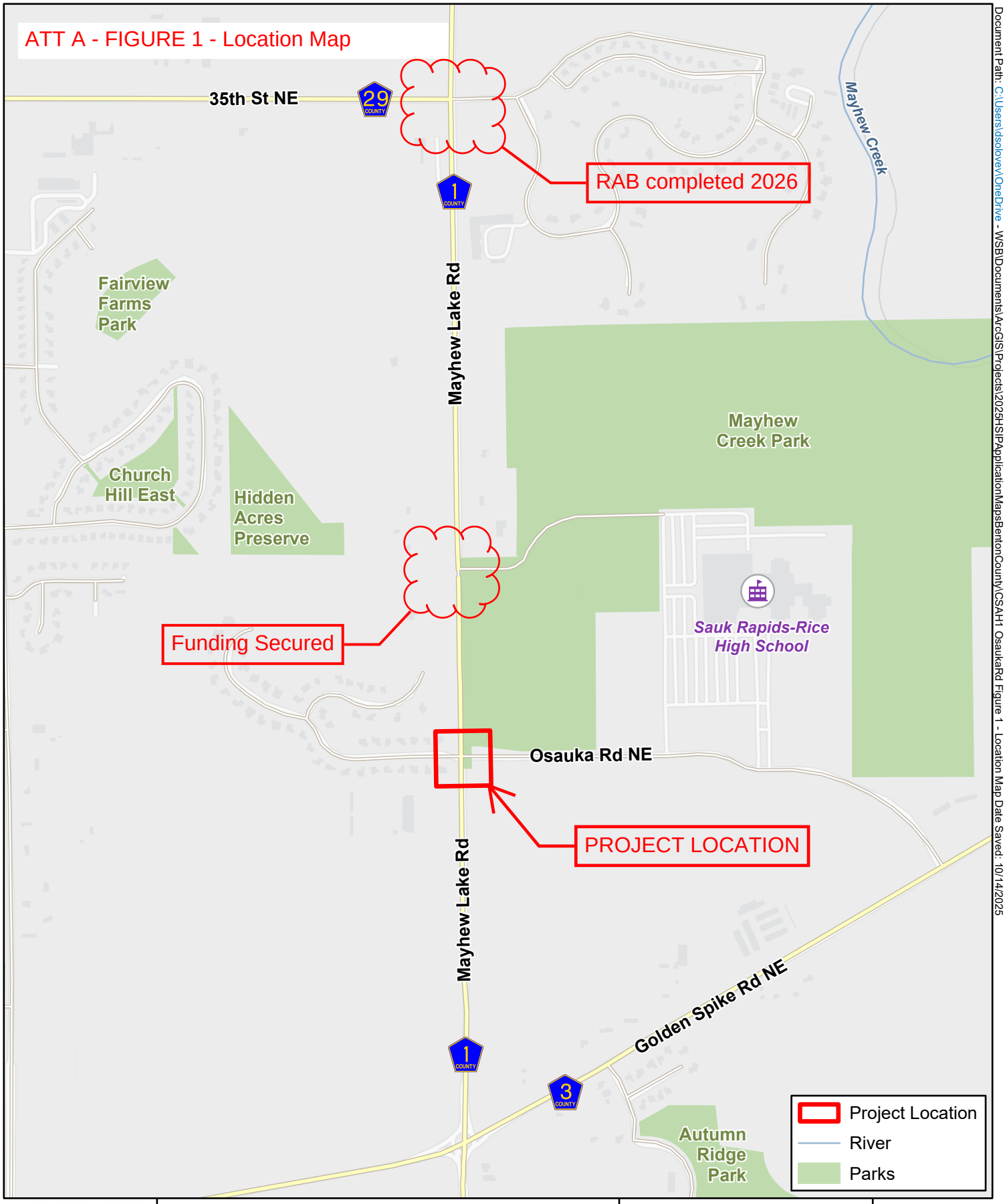
The intersection is at the southern entrance to the Sauk Rapids-Rice High School. The intersection serves as the primary drop-off access to the school for buses and parents. Students also use this entrance. The Sauk Rapids-Rice School District will be constructing an early childhood center (2026-2027) 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)



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

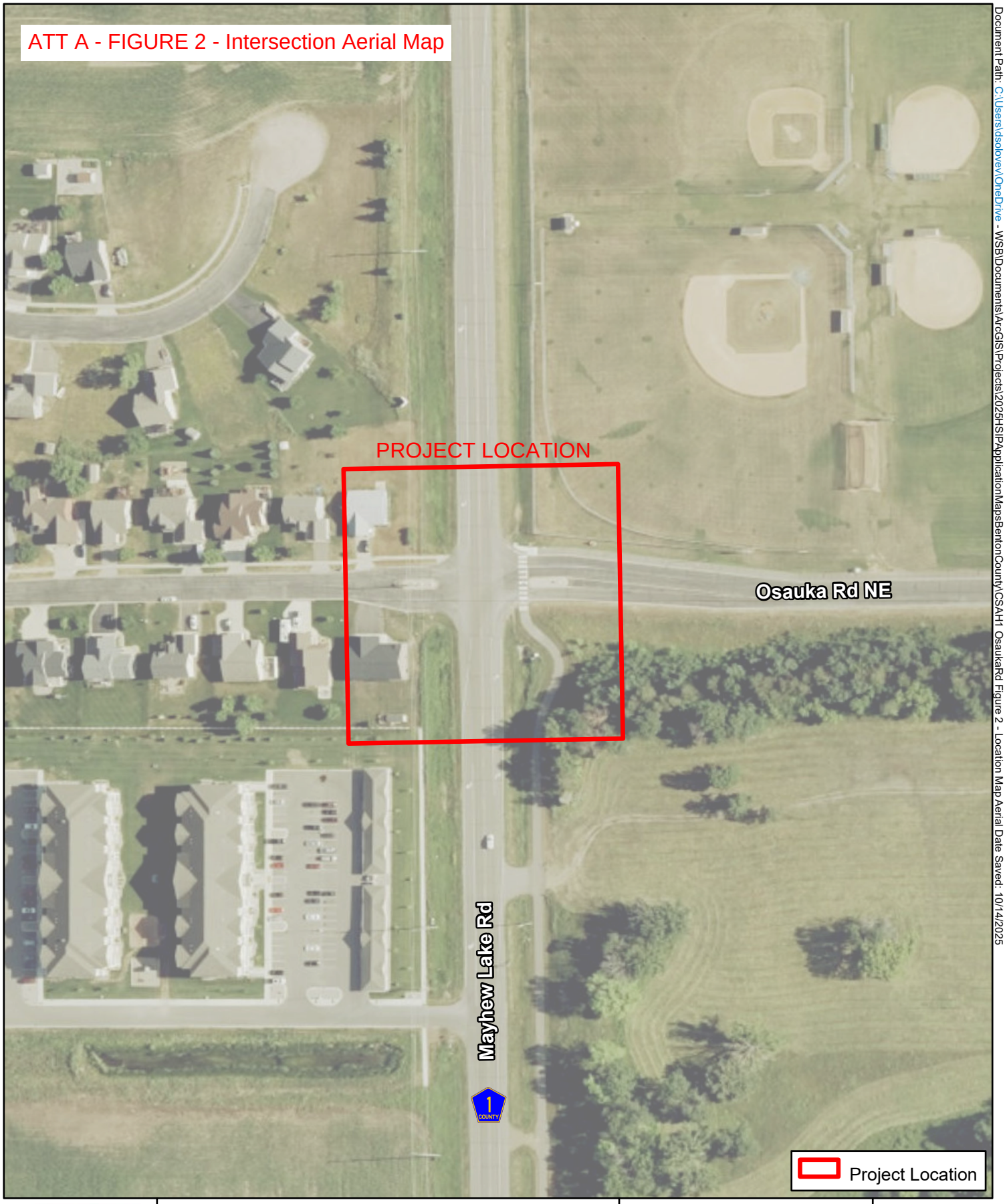
Mayhew Lake Rd (CSAH 1)/Osauka Rd Intersection
2026 HSIP Application

N

0 750 Feet

1 inch = 750 feet

wsb



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

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

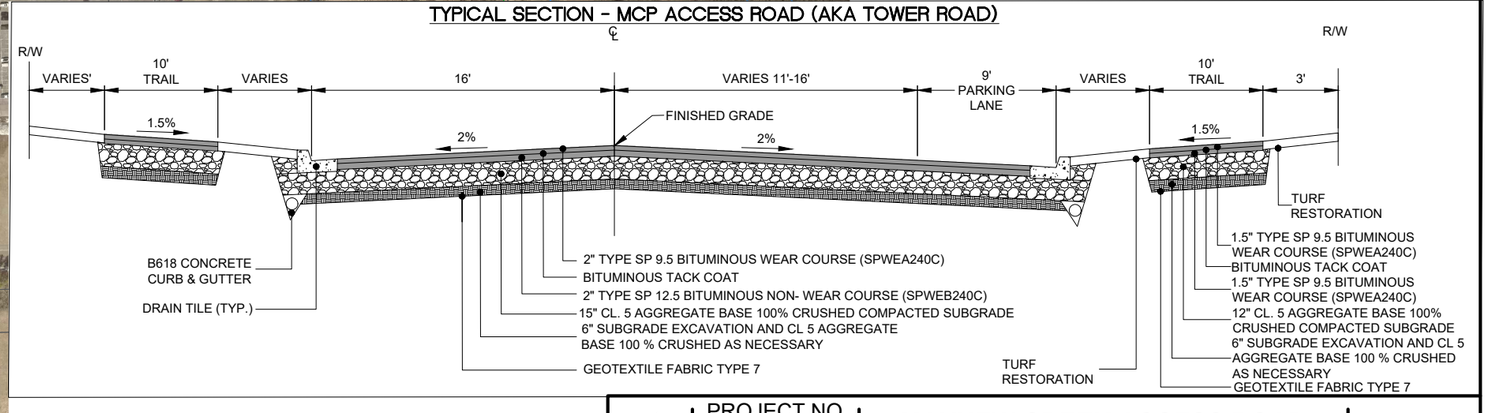
LEGEND

- 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

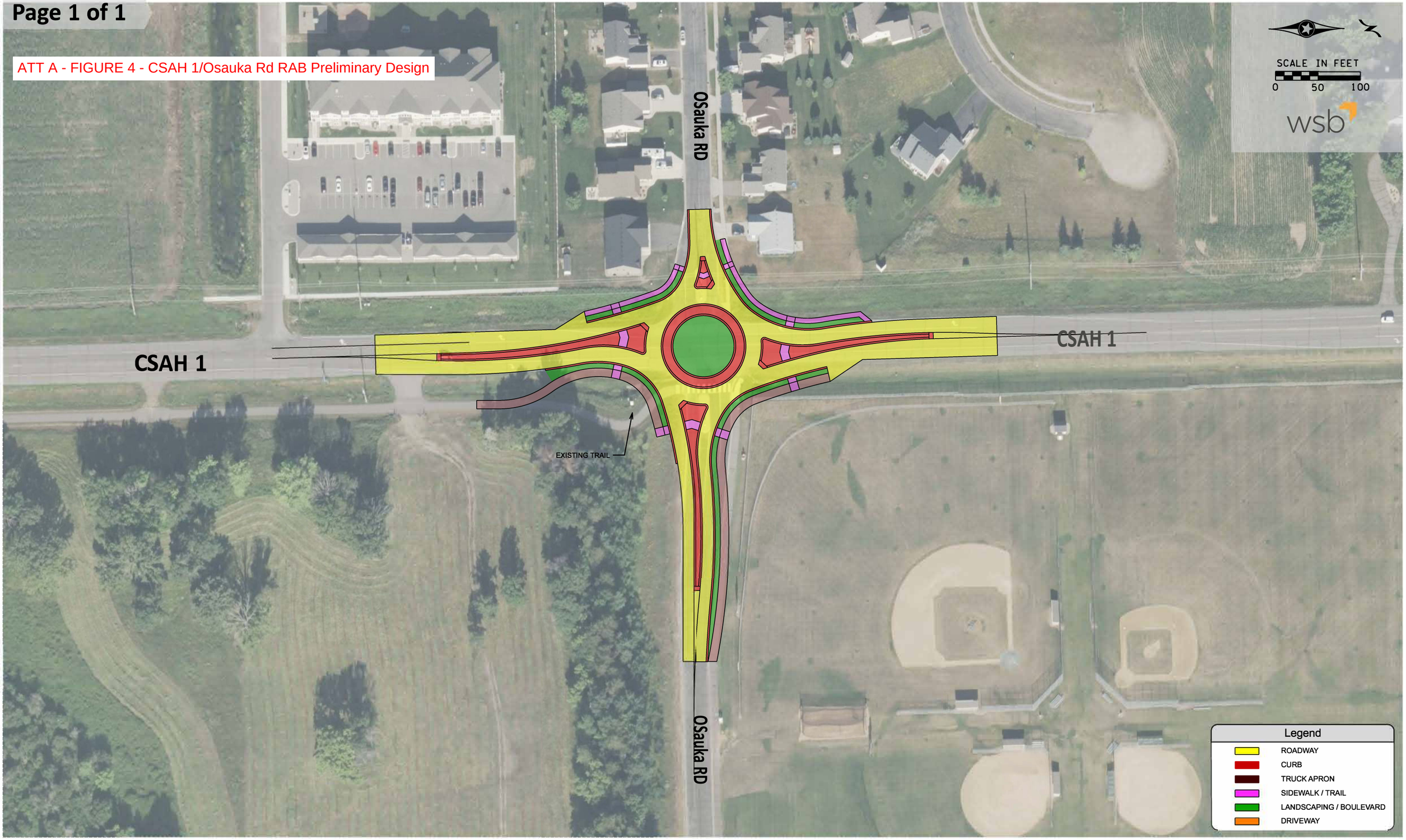
CSAH 1 and Osauka Rd Intersection

City of Sauk Rapids, Benton County, Minnesota

October 15, 2025

Attachment C2

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



© 2025 Microsoft Corporation © 2025 Maxar ©CNES (2025) Distribution Airbus DS

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

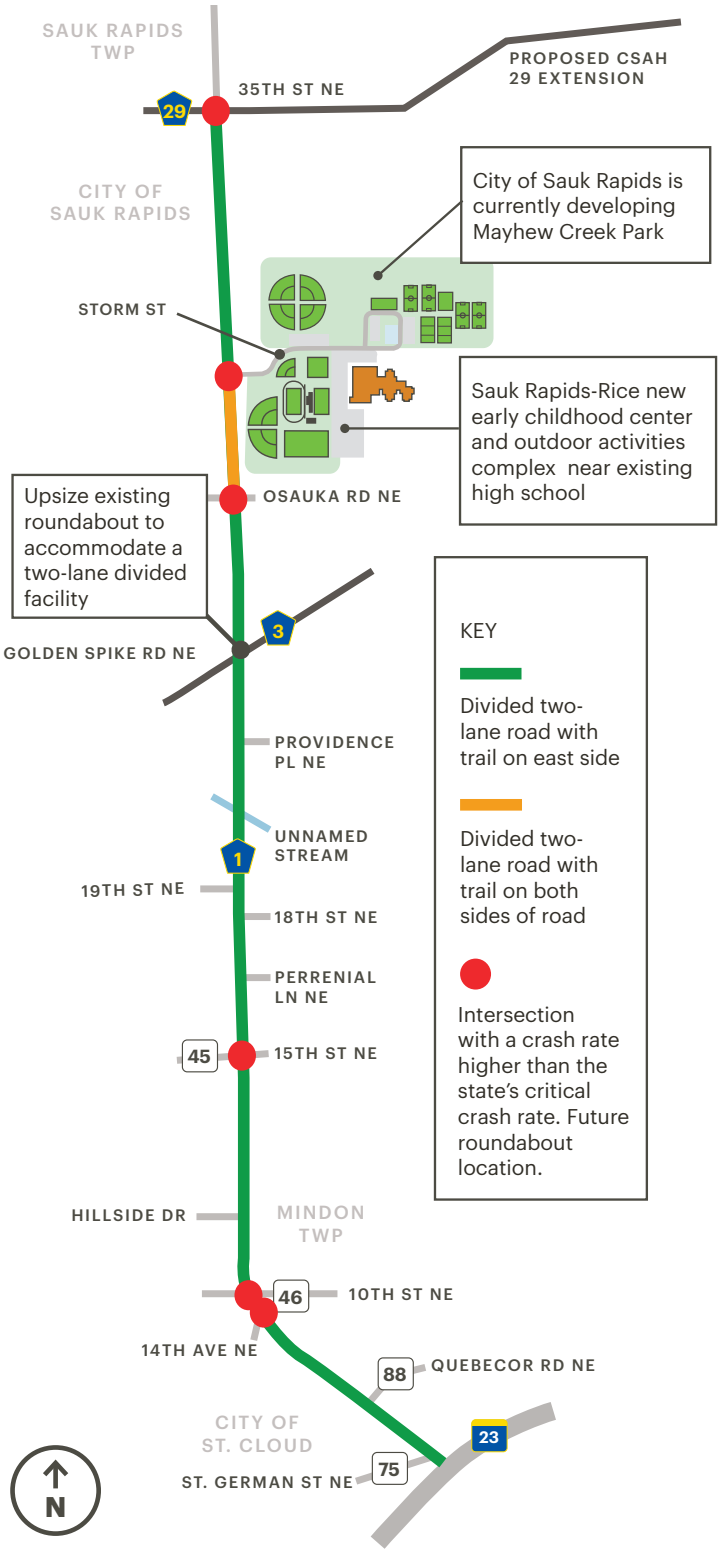
Five intersections have a crash rate that is higher than the state's critical crash rate. These rates help to identify safety issues at intersections by statistically accounting for the random nature of crashes. Intersections with above critical crash rates include: CSAH 29/35th St, Osauka Rd, CR 45/15th 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 C2

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 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: Staff report of the Oct. 29, 2026, Technical Advisory Committee meeting
DATE: Oct. 30, 2026

The Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) held a regular meeting on Thursday, Oct. 30, 2026. At that meeting, the following topics were discussed:

1. **Public Comment Period**

   Three members of the public had attended the APO's TAC meeting. All three are involved in the APO's Citizens' Transportation Advisory Committee (CTAC).

   CTAC member Andrea Nistler addressed the TAC in asking them to consider noise pollution when planning transportation projects. She indicated that she lives in the southwestern corner of the City of Saint Cloud on County Road 136 near I-94 and stated property values of nearby homes have dropped due to increase traffic noise.

   CTAC member John Stang asked TAC representatives to consider people with disabilities when planning for transportation improvements. He mentioned his work with people with disabilities and the growing concern that many of his clients have regarding access to transit services, particularly Dial-a-Ride services. With an aging population and more adults choosing to age in place, Mr. Stang mentioned that many people he works with are concerned that Metro Bus's Dial-a-Ride services won't be able to keep pace with future demand.

2. **Consideration of the FY 2028-2031 Highway Safety Improvement Program (HSIP) applications**

   APO Senior Transportation Planner Vicki Johnson provided a brief overview of the Highway Safety Improvement Program (HSIP) solicitation process including the role of the APO's TAC and Policy Board in recommending projects for funding consideration. APO staff have received one application for a project located within the region's planning area.

   Benton County is proposing a PROACTIVE roundabout project at the intersection of CSAH 1/Mayhew Lake Road NE and Osauka Road NE. The county is requesting the maximum $750,000 in HSIP funding for an anticipated eligible construction cost of the project to be $1,986,000. Both Benton County Engineer Wes Davis and City of Sauk Rapids Community Development Director Todd Schultz spoke to TAC representatives about the importance of this project given the increase in development in the area (new early childhood center, expanded school district athletic facilities, regional park).

APO TAC representatives recommended Policy Board approval for Benton County to continue with this application. Tad Erickson, MnDOT District 3 Principal Planner (and alternate TAC rep) abstained from this vote.

3. **Review of the Sept. 30, 2026, Citizens' Transportation Advisory Committee (CTAC) meetings**

   APO Associate Transportation Planner Alex McKenzie provided TAC representatives with an overview of the two CTAC meetings that were held on Sept. 30, 2026. Mr. McKenzie stated 25 community participants had attended one of the two sessions with a variety of topics addressed at each meeting.

   Mr. McKenzie said there were four common themes that were discussed among the CTAC:

   i. **Traffic and signal operations:** Delay, red-light running, access, and major corridors.

   ii. **Walking and bicycling connections:** Crossings, protected spaces, river access, and maintenance.

   iii. **Transit and accessibility:** Service that fits daily trips and accessible ways to travel.

   iv. **Future regional choices:** Freight, e-bikes, land use, maintenance, and new technology.

   Mr. McKenzie provided a more detailed look at each of these themes as well as an overview of the three Mentimeter prompts CTAC members participated in. Mr. McKenzie asked TAC representatives for topics/suggestions for the CTAC to tackle at a future meeting. It was discussed that e-bikes would be a good topic for the group to consider.

   Ms. Nistler also asked TAC representatives about concerns she had regarding County Road 136 as well as the future need for bridge crossings particularly around Opportunity Drive in Saint Cloud.

4. **Other Business and Announcements**

   Ms. Johnson reminded TAC representatives of various deadlines for grant solicitations. She also encouraged TAC representatives to complete the project status update forms on their federal projects by Nov. 13.

   Metro Bus Planning Analyst Michael Kedrowski informed TAC representatives of a new MnDOT Transit App that was being rolled out. This app is designed to help people in rural areas get connected with transit agencies to schedule rides and in some cases purchase tickets through its online ticketing portal. He will provide Ms. Johnson a link to share out with the TAC.

Suggested Action: None, informational.

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 Policy Board
FROM: Alex McKenzie, Associate Transportation Planner
RE: CTAC Introductory Meetings – Community Discussion Summary
DATE: Nov. 03, 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

- **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.

Next Steps

APO staff will use the discussion themes from the introductory meetings to help identify topics for future CTAC discussions. Staff will also look for opportunities to gather CTAC input on ongoing regional transportation planning efforts, including Imagine 2055 and other transportation studies.

Throughout the one-year pilot, staff will continue sharing CTAC discussion summaries with the TAC and Policy Board to help inform regional transportation planning.

Attachment F

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: Presentation from I-94 West Coalition
DATE: November 3, 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

Steven Bot from the I-94 West Coalition will be present to discuss the organization and to answer your questions.

Suggested Action: None, informational only.

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: Vicki Johnson, Senior Transportation Planner
RE: Greenhouse Gas Emissions Requirements
DATE: November 3, 2026

Starting as early as 2007 with the Next Generation Energy Act, Minnesota has adopted goals to reduce greenhouse gas (GHG) emissions 80% by 2050. Since then, the state has taken more aggressive actions toward becoming carbon neutral by 2050. This includes the formation of the Sustainable Transportation Advisory Committee in 2020 as well as the publication of the state's Climate Action Framework document in 2022.

As of 2023, the Minnesota Legislature enacted several laws/policies related to addressing the climate related concerns associated with GHG emissions. Because a large part of statewide GHG emissions are directly a result of the transportation network (29%), Minnesota lawmakers have focused on ways in which the transportation sector can work to become carbon neutral by 2050.

One of those ways put forth by the Legislature in 2023 (and amended in 2024) was State Statute MN 161.178, which requires any state trunk highway project that expands vehicular capacity to be assessed for GHG emissions impacts and develop a subsequent offset plan to address those impacts. Additionally, the state is requiring an assessment of these projects at a portfolio or program (like the State Transportation Improvement Program) level instead of a project-by-project basis.

MnDOT Carbon Reduction Program Coordinator Anna Pierce and Office of Sustainability and Public Health Planning will be at the November 12th Policy Board meeting to discuss this legislation, how it will be applied, and the implications for the APO and the region regarding the tracking of GHG offsets.

Suggested Action: None, informational only.

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: Federal & State Political Environment
DATE: November 3, 2026

Following the significant changes resulting from the November 3 election, government relations specialists from Larkin Hoffman will attend our November 12 meeting to discuss the new political landscape and its implications for the region's transportation priorities. Building on their existing federal advocacy work for the region, they will also present a proposal for state legislative representation to strengthen coordination between state and federal efforts, position key projects for funding, and advance the region's transportation goals.

Suggested Action: None, informational only.

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: Update on E-Bike Public Information Campaign
DATE: November 3, 2026

At the direction of the Board, APO staff developed a set of public information graphics to be used in a social media campaign. Those graphics and the attached one-page informational brochure are currently being reviewed by law enforcement officials for accuracy before we begin showing them to the general public.

Suggested Action: None, informational only.

Types of E-Bikes

Not all e-bikes are created equal. In Minnesota, there are four **LEGAL** classes of e-bikes.

If your "e-bike" doesn't fall into one of these categories, then it's **NOT** an e-bike.



1. **Class 1:** Pedal assist up to 20 mph. **NO** throttle.
2. **Class 2:** Pedal assist up to 20 mph. **HAS** throttle.
3. **Class 3:** Pedal assist up to 28 mph. **NO** throttle.
4. **Multiclass:** A hybrid e-bike with speed and throttle features of both Class 2 and Class 3.

DID YOU KNOW?

E-bikes are **heavier** and **faster** than traditional bikes. Make sure you can handle both the weight and speed before setting out!

Buying an E-Bike?

- **Shop local:** This ensures your e-bike can be serviced and properly fitted.
- **If buying online, purchase from online reputable retailers:** Avoid third-party sellers as those bikes may not be legal. Be sure those online retailers have a network of local shops that will repair/service your bike.
- **Test ride first:** An e-bike is a vehicle. Make sure you like it before you buy it.



Sources cited in the creation of this parents guide include:

- MN State Statute 169.225
- MN State Statute 169.222
- AAA E-Ride Safety Guide
- Minnesota Safe Routes to School
- People for Bikes
- Minnesota Department of Public Safety
- Bicycle Alliance of Minnesota (BikeMN)

E-Bikes, E-Scooters, & E-Motos



A parents' guide on laws and safety

What the Law Says About ...

E-Scooters

- You must be at least 12 years old to operate.
- No passengers allowed.
- Maximum speed is 15 mph.
- You are REQUIRED to wear a helmet until you are 18.
- Headlights and taillights are REQUIRED in low-light/low-visibility.
- Can operate on a roadways or bike path/lane/trail. NO sidewalk riding allowed.

Minnesota Statute 169.225

E-Bikes

- Must have a seat (saddle) and fully operable pedals.
- You must be at least 15 years old to operate.
- Must have a white front light and red rear light when riding at night.
- Has an electric motor with power output of less than 750 watts.
- Operates at speeds less than 28 mph.
- Can operate on a roadways or bike path/lane/trail. NO sidewalk riding allowed.

Minnesota Statute 169.222

Spot the Fakes

Not everything claiming to be an e-bike is an actual e-bike. E-motos are being marketed to kids and parents as "e-bikes," when they are actually electric mopeds, electric motorcycles, or electric dirt bikes.



About E-Motos

- Do NOT have operable pedals. Rely on throttle.
- Have motors ranging between 1,000-6,000 watts.
- Top speeds can range between 30 and 65+ mph.

DID YOU KNOW?

E-motos require a **license**, **registration**, and **insurance**. These are **NOT** e-bikes and are **illegal** to operate on public roads and trails in Minnesota.

Because e-bikes are faster and heavier than traditional bikes, e-bike crash injuries are more like those sustained in a motorcycle crash.



In a crash, these means more SEVERE injuries like:

- Brain bleeds.
- Frontal bone fractures.
- Orbital fractures.
- Traumatic Brain Injuries.

Safety Matters



Ride Responsibly