

**SAINT CLOUD AREA PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING
Thursday, Oct. 30, 2025 @ 10 a.m.**

A meeting of the Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) was called to order at 10:13 a.m. Thursday, Oct. 30, 2025. Senior Transportation Planner Vicki Johnson presided with the following people in attendance:

Voting Members:

Zac Borgerding	City of Saint Cloud
Matt Glaesman	City of Saint Cloud
Bryce Johnson	City of Saint Joseph (alt)
Kari Haakonson	City of Sartell
Todd Schultz	City of Sauk Rapids
Jon Noerenberg	City of Waite Park
David Roedel	Sherburne County
Mike Decker	Stearns County
Steve Voss	MnDOT District 3
Michael Kedrowski	Metro Bus

Non-Member Attendees:

Brian Gibson	APO, Executive Director
Vicki Johnson	APO, Senior Planner
Alex McKenzie	APO, Associate Planner
James Stapfer	APO, Planning Tech
Trina Ness	APO, Administrative Specialist

Online Attendees:

Jason Gottfried	MnDOT MPO Coordinator
Jeff Lenz	MnDOT District 3
Chris Byrd	Benton County

1. Introductions were made.

2. PUBLIC COMMENT PERIOD

No members of the public were in attendance.

3. CONSIDERATION OF CONSENT AGENDA ITEMS

- a. Approve minutes of Sept. 25, 2025, TAC meeting
- b. Receive staff report of Oct. 2, 2025, Central Minnesota Area Transportation Partnership (ATP-3) meeting
- c. Receive staff report of Oct. 9, 2025, Policy Board meeting
- d. Consideration of amendment to the 2026 Unified Planning Work Program (UPWP).

Ms. Haakonson made a motion to approve the Consent Agenda. Mr. Voss seconded the motion. Motion carried.

4. CONSIDERATION OF THE FY 2027-2030 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

Ms. Johnson explained the HSIP solicitation including the funding split (90/10) and the maximum award (\$750,000) for eligible projects. The 2027-2030 HSIP solicitation kicked off in early September, and applications are due to MnDOT's Office of Traffic Engineering (OTE) by Wednesday, Nov. 26, 2025.

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

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

Ms. Johnson went on to present each of the Benton County projects.

Mr. Schultz made a motion to prioritize the Tower Road/CSAH 1 roundabout project as number one, and the Osauka Road NE/CSAH 1 roundabout project as project number two. Mr. Roedel seconded the motion. Motion carried.

5. CONSIDERATION OF THE 2026 PM 1: TRANSPORTATION SAFETY FEDERAL PERFORMANCE TARGETS

Mr. Stapfer reviewed the background of required Performance Measures. MnDOT and the APO are required to set performance measures to assess a range of factors. The targets must improve or at least maintain current performance. If statewide targets are not met MnDOT must transfer funds to address shortfalls. At this time, no funding consequences are mandated if the APO fails to meet its performance targets.

PM 1 Targets are set to track Transportation Safety.

Mr. Stapfer went on to review the five safety performance measures that comprise the PM 1 Target. Each performance measure is reported using a five-year rolling average:

- Number of fatalities.
- Rate of fatalities (per 100 million Vehicle Miles Traveled (100 MVMT)).
- Number of serious injuries.
- Rate of serious injuries (per 100 MVMT).
- Number of non-motorized fatalities and non-motorized serious injuries.

Mr. Stapfer reviewed the APO's responsibilities when setting targets, stating that the APO must either support state targets or develop their own before Feb. 28, 2026. Mr. Stapfer indicated his proposal for the region's 2026 PM 1 Targets:

PM 1: Performance Measure	APO 2026 Proposed Target (Five-Year Rolling Average)
Fatalities	7.6
Fatality Rate (100 MVMT)	0.596
Serious Injuries	23.0
Serious Injury Rate (100 MVMT)	1.946
Non-Motorized Fatalities and Serious Injuries	6.2

Mr. Stapfer also provided a comparison to the actual data reported (2024), the 2025 PM 1 Targets, and MnDOT’s 2026 Targets.

Mr. Noerenberg made a motion to recommend Policy Board approval of the 2026 PM 1: Transportation Safety federal performance targets. Mr. Glaesman seconded the motion. Motion carried.

6. DISCUSSION ON THE DEVELOPMENT OF A CITIZENS’ TRANSPORTATION ADVISORY COMMITTEE

Mr. McKenzie stated that APO staff propose replacing the Active Transportation Advisory Committee (ATAC) with a Citizens’ Transportation Advisory Committee (CTAC). He stated the limitations of the ATAC (narrow focus, lack of membership, infrequent meetings) and explained the possible role the CTAC would play in providing opportunities for the community to weigh in on several transportation issues, not just active transportation.

Mr. McKenzie presented a proposed framework for the CTAC as an advisory committee to the TAC with representatives from each APO jurisdiction who can give a variety of perspectives based on age, ability, income, and transportation modes utilized. APO staff believe the CTAC would provide community-grounded input on transportation issues. Meetings would be held quarterly or as needed. APO staff would facilitate meetings and prepare plain-language materials for inclusive discussion. APO staff believe having the CTAC involved will ensure broader community perspectives that are considered earlier in the planning process.

Mr. McKenzie reviewed possible ways the CTAC could support the APO such as reviewing major plans before adoption, providing early input on vision, goals, and community priorities. The CTAC could offer user-focused feedback on funded projects (access, safety, clarity). The CTAC could also help the APO meet federal expectations for public involvement under Title VI and strengthen the recommendations that go forward to the Policy Board by grounding technical decisions in community experience.

Currently APO staff are seeking input from the TAC regarding this proposal. If this is something the TAC decides to move forward with APO staff will return at a later

date with detailed structure for TAC input, before presenting it to the Policy Board.

Mr. Gibson asked if the TAC feels transferring the ATAC to CTAC is something they would want, and if so, what would make the CTAC most useful.

Mr. Glaesman stated that each entity has their planning commissions to review plans, and offer input on vision, goals, and community priorities. He thought that the CTAC could be beneficial as a think tank, community ambassadors, or in the realm of public engagement.

Ms. Haakonson stated that she could see value with the CTAC in addressing e-bike/scooter use. The City of Sartell is looking at adopting ordinances along with the state statutes regarding e-bike's and scooters. She asked if the entities could work together to develop regional requirements/ordinances. Mr. Glaesman agreed.

TAC representatives felt the proposal had merit and requested APO staff to continue exploring the CTAC and the ways in which it could be used at the APO.

7. OTHER BUSINESS & ANNOUNCEMENTS

- Ms. Johnson reviewed the current solicitations that are open and what needs to be completed by each solicitation deadline.
 - Transportation Alternatives (TA) solicitation – Letters of Intent are due Oct. 30, 2025, to Mr. Lenz.
 - Surface Transportation Block Grant Program (STBGP) is currently open.
 - Carbon Reduction Program (CRP) APO & ATP-3 managed – ATP-3 managed CRP applicants must have attended the workshop led by Mr. Lenz to apply. This solicitation is currently open.
 - Local Partnership Program solicitation is currently open.
 - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program – applicants must have attended the workshop led by Mr. Lenz to apply. This solicitation is currently open.
- Ms. Johnson stated that the FY 2026-2029 STIP has been approved. She reminded TAC reps that if they have any changes to their federal projects to please advise her as soon as possible.
- There will be no TAC meetings in November and December.

8. ADJOURNMENT

The meeting was adjourned at 11:06 a.m.