

## AGENDA

### APO TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, MARCH 26, 2026 – 10 A.M.  
STEARNS COUNTY HIGHWAY DEPARTMENT  
455-28<sup>TH</sup> AVE. S, WAITE PARK

**MS TEAMS OPTION AVAILABLE BY REQUEST**

1. Introductions
2. Public Comment Period
3. Consideration of Consent Agenda Items
  - a. Approve minutes of Feb. 5, 2026, TAC meeting (**Attachment A**)
  - b. Receive staff report of Feb. 12, 2026, Policy Board meeting (**Attachment B**)
4. Consideration of the FY 2026-2029 Transportation Improvement Program (TIP) amendments (**Attachments C1-C2. Attachment C3 to be provided at meeting**)  
*Vicki Johnson, Senior Transportation Planner*
  - a. **Suggested Action:** Recommend Policy Board approval.
5. Consideration of the 2025 Stakeholder Engagement Plan Annual Report (SEPAR) (**Attachment D**) *Alex McKenzie, Associate Transportation Planner*
  - a. **Suggested Action:** Recommend Policy Board approval.
6. Consideration of the FY 2026-2029 Regional Infrastructure Investment Plan (RIIP) (**Attachment E**) *Vicki Johnson, Senior Transportation Planner*
  - a. **Suggested Action:** Recommend Policy Board approval to publish.
7. Consideration of the 2024 Transportation Performance Monitoring Report (TPMR) (**Attachment F**) *James Stapfer, Transportation Planning Technician*
  - a. **Suggested Action:** Recommend Policy Board approval to publish.
8. Consideration of a one-year pilot of the Citizens' Transportation Advisory Committee (CTAC) (**Attachment G**) *Alex McKenzie, Associate Transportation Planner*
  - a. **Suggested Action:** Recommend Policy Board approval
9. Other Business & Announcements
10. Adjournment

## English

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

## Somali

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

## Spanish

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

**SAINT CLOUD AREA PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING  
Thursday, Feb. 5, 2026 @ 10 a.m.**

A meeting of the Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) was called to order at 10:10 a.m. Thursday, Feb. 5, 2026. Senior Transportation Planner Vicki Johnson presided with the following people in attendance:

Voting Members:

Zac Borgerding	City of Saint Cloud
Matt Glaesman	City of Saint Cloud
Randy Sabart	City of Saint Joseph
Kari Haakonson	City of Sartell
Scott Hedlund	City of Sauk Rapids (alt)
Dave Blommel	City of Waite Park (alt)
David Roedel	Sherburne County
Chris Byrd	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
Trina Ness	APO, Administrative Specialist
Nate Keller	City of Saint Joseph

Online Attendees:

Jeff Lenz	MnDOT District 3
Nene Israel	Metro Bus
James Stapfer	APO, Planning Technician

**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 Oct. 30, 2025, TAC meeting
- b. Receive staff report of Nov. 14, 2025, Policy Board meeting
- c. Receive staff report of Dec. 11, 2025, Policy Board meeting
- d. Receive staff report of Jan. 8, 2025, Policy Board meeting
- e. Receive staff report of Jan. 15, 2026, Central Minnesota Area Transportation Partnership (ATP-3) Meeting

f. Receive 2025 TAC Representative Attendance Record

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

#### **4. CONSIDERATION OF THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS**

Ms. Johnson reviewed the purpose of the TIP and explained each modification that has been proposed.

- Requests from:
  - **Stearns County:** CSAH 133 roundabout and CSAH 1 reconstruction.
  - **Benton County:** CSAH 3 reclamation and CSAH 29 extension.
  - **Saint Cloud Metro Bus:** Northstar Commuter Bus operating funds.
  - **City of Sauk Rapids:** Second Avenue S sidewalk and pedestrian crossing.
  - **MnDOT:** EV charging station.

Public comment was advertised on:

- Facebook
- Instagram
- Nextdoor
- Central MN ATP-3 website
- APO website
- St. Cloud Live legal notice

Public comment was open from Dec. 17, 2025 – Jan. 16, 2026.

There were sixteen online survey participants.

An in-person open house was held on Jan. 5, 2026, at the Great River Regional Library with no attendees.

A virtual open house was held on Jan. 7, 2026.

*Ms. Haakonson made a motion to recommend Policy Board approval of the FY 2026-2029 TIP Amendments & Modifications. Mr. Byrd seconded the motion. Motion carried.*

#### **5. CONSIDERATION OF THE FY 2028-2030 APO-MANAGED CARBON REDUCTION PROGRAM CANDIDATE PROJECTS**

Ms. Johnson reviewed what the Carbon Reduction Program is and the funding available for it in both the APO's urbanized area and the APO's rural area (which is handled by the Central Minnesota Area Transportation Partnership (ATP-3)).

Region	FY 2028	FY 2029	FY 2030
APO <b>URBANIZED</b> Area	\$170,000	\$270,000	\$270,000
ATP-3 (includes APO rural area)	<b>Did not solicit</b>	\$1,300,000	\$1,300,000

In total, the APO has \$710,000 in CRP funding to target between FY 2028 and FY 2030.

She stated that only one project was received for our urbanized area.

Ms. Johnson reviewed the City of Waite Park's request stating this application is strictly for the roundabout at the intersection of MSAS 103 (10th Avenue S) and First Street S. Mr. Blommel spoke about the project and its importance, as well as how the city intends to tie in this project with the MN 23 reconstruction slated for 2028.

Applicant	Project Title	APO Average Score	APO Staff Ranking	Requested CRP Funds	Proposed CRP Funding
City of Waite Park	Construction of a roundabout at the intersection of MSAS 103 (10 <sup>th</sup> Avenue S) and First Street S	82.92	<b>1</b>	\$710,000	<b>\$710,000</b>

*Mr. Sabart made a motion to recommend Policy Board approval to prioritize the Waite Park project as the top CRP project for the APO as well as fund the City of Waite Park's project the full \$710,000 targeted to the APO through CRP for fiscal years 2028 through 2030. Mr. Glaesman seconded the motion. Mr. Voss abstained. Motion carried.*

## **6. CONSIDERATION OF THE FY 2030 SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP) CANDIDATE PROJECTS**

Ms. Johnson stated the APO's FY 2030 STBGP funding target is \$2,402,010. The APO received three applications during this solicitation for funds.

- City of Sauk Rapids 11th Street N reconstruction.
- City of Saint Cloud Ninth Avenue/10th Avenue reconstruction.
- City of Waite Park 10th Avenue S expansion and roundabout.

In total, \$5,914,000 in federal funding assistance was requested.

Ms. Johnson went on to review the project description of the federal funding

request for the City of Sauk Rapids - 11th Street N reconstruction. The City of Sauk Rapids is seeking \$1,744,000 in federal funding to support the reconstruction of 11<sup>th</sup> Street N (MSAS 101) from Second Avenue N to Sixth Avenue N. This project would also include sidewalk, storm water, sanitary sewer, and water main improvements in the area. Mr. Hedlund spoke regarding the City of Sauk Rapids' project.

Ms. Johnson reviewed the project description of the federal funding request for the City of Saint Cloud's Ninth/10th Avenue reconstruction. The City of Saint Cloud is seeking \$2,170,000 in federal funding to support the reconstruction of Ninth/10<sup>th</sup> Avenue (MSAS 145) from University Drive to Second Street N. This project would also include utility and sidewalk work. Mr. Borgerding and Mr. Glaesman spoke regarding the City of Saint Cloud's project.

Ms. Johnson reviewed the City of Waite Park's project description of the federal funding request for the City of Waite Park's 10th Avenue S expansion. The City of Waite Park is seeking \$2 million to expand 10<sup>th</sup> Avenue S (MSAS 103) from MN 23 to 100' south of the railroad tracks. This project will also include the construction of a roundabout at the intersection of 10<sup>th</sup> Avenue S and the eastern leg of First Street S. Mr. Blommel spoke regarding the City of Waite Park's project.

Ms. Johnson then reviewed the Saint Cloud APO staff's preliminary scoring rubric stating the City of Waite Park received the number 1 ranking, the City of Saint Cloud received the number 2 ranking, and the City of Sauk Rapids received the number 3 ranking.

Applicant	Project Title	APO Average Score	APO Staff Ranking	Requested STBGP funds	STBGP Funding %
<b>City of Sauk Rapids</b>	Reconstruction of MSAS 101 (11 <sup>th</sup> Street N) from Second Avenue N to Sixth Avenue N, including roadway, sidewalk, storm water, sanitary sewer, and water main improvements	136	<b>3</b>	\$1,744,000	60%
<b>City of Saint Cloud</b>	Reconstruction of public utilities, roadway, and sidewalks on MSAS 145 (Ninth Avenue/10 <sup>th</sup> Avenue) from University Drive to Second Street N	165	<b>2</b>	\$2,170,000	33%
<b>City of Waite Park</b>	Expansion of MSAS 103 (10 <sup>th</sup> Avenue S) from TH 23 to 100' S of RR tracks. Installation of roundabout at intersection of 10 <sup>th</sup> Avenue S and First Street S	173	<b>1</b>	\$2,000,000	60%

Mr. Glaseman indicated the City of Saint Cloud would be willing to split the funding target evenly with the City of Waite Park – each receiving \$1,201,005 in STBGP funding. He indicated the City would be able to cover some of the remaining federal

funding request through other means – mainly bond funding.

*Mr. Glaesman made a motion to recommend Policy Board approve the following:*

- *Funding target distribution:*
  - *City of Waite Park 10<sup>th</sup> Avenue S expansion/roundabout: \$1,201,005.*
  - *City of Saint Cloud Ninth/10<sup>th</sup> Avenue reconstruction: \$1,201,005.*
- *Project prioritization*
  - *City of Waite Park 10<sup>th</sup> Avenue S expansion/roundabout: 1.*
  - *City of Saint Cloud Ninth/10<sup>th</sup> Avenue reconstruction: 2.*
  - *City of Sauk Rapids 11<sup>th</sup> Street N reconstruction: 3.*

*Mr. Blommel seconded the motion. Mr. Voss abstained. Motion carried.*

## **7. CONSIDERATION OF THE SAINT CLOUD APO'S FY 2030 TRANSPORTATION ALTERNATIVES (TA) CANDIDATE PROJECTS**

Ms. Johnson stated there were five applications received districtwide to compete for approximately \$2.4 million available in FY 2030. She did indicate that one of those applications was ineligible (Region 7E project) and there was a high likelihood of another application also being ineligible (Region 5 project) – final decision pending. Three applications were received by the district for projects within the APO's planning area.

- City of Sauk Rapids Mayhew Lake Road Trail extension.
- City of Saint Joseph River's Bend Trail connection.
- City of Saint Cloud Heatherwood Road/Beaver Islands Trail extension.

Ms. Johnson provided a brief review of the City of Sauk Rapids' project. The City of Sauk Rapids is planning to construct a grade separated trail along the eastern side of Mayhew Lake Road NE from Storm Street NE (formerly referred to as Water Tower Road) to the roundabout to be constructed at CSAH 29. Mr. Hedlund spoke on behalf of the City of Sauk Rapids' project.

Ms. Johnson then reviewed the City of Saint Joseph's project. The City of Saint Joseph is planning to construct a grade separated trail along College Avenue S between Kennedy Community School and River's Bend Park. Mr. Keller and Mr. Sabart spoke on behalf of the City of Saint Joseph's project.

Finally, Ms. Johnson discussed the City of Saint Cloud's Heatherwood Road/Beaver Islands Trail project. The City of Saint Cloud is planning to complete the 1.5-mile gap in the Beaver Islands Trail between Clearwater Road and Opportunity Drive. This connection would be constructed alongside the Heatherwood Road corridor extension. Mr. Borgerding and Mr. Glaesman spoke on behalf of the City of Saint Cloud's project.

Ms. Johnson stated that this is more of a discussion-based ranking as to how the TAC feels the projects should be ranked in terms of regional priority. The number one project would receive 10 regional priority points, which will be added after the technical scoring has been done by the review committee. The number two project

would receive 5 regional priority points, which, again will be added after technical scoring has been done by the review committee. There is a minimum technical ranking of 65 that a project needs to meet to qualify for funding.

Ms. Johnson went on to state that the TAC needs to rank the projects and assign regional priority points to the top two projects. She also stated that those points will be added to the technical scores to be completed by the ATP-3 TA subcommittee.

*Ms. Haakonson made a motion to recommend the City of Sauk Rapids be ranked first, the City of Saint Cloud be ranked second, and the City of Saint Joseph be ranked third as final ranking with proposed prioritization points distribution with the City of Sauk Rapids' project receiving 10 points, and the City of Saint Cloud's project receiving 5 points for Policy Board approval. Mr. Byrd seconded the motion. Mr. Voss abstained. Motion carried.*

## **8. OTHER BUSINESS & ANNOUNCEMENTS**

Ms. Johnson stated that the next round of TIP Amendments/Modifications are due Feb. 9, 2026. She also stated that the TIP financial spreadsheets and ALOP forms will be sent out by next week for the FY 2027-2030 TIP and will be due by mid-March.

Mr. Voss stated that overall, the number of applicants received for solicitations across ATP-3 were down. Aside from STBGP, the ATP did not receive as many TA, CRP, Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT), and the Local Partnership Program (LPP) applications. It is uncertain at this time how the ATP would like to handle distributing those unspent dollars – if a second solicitation would be done or if those funds would just be carried over into the fall 2026 solicitations for FY 2031 funding.

Mr. Borgerding asked if there could be a staggering of the solicitations because it's difficult to process several applications at the same time. Mr. Voss stated that it would have to be taken up at the ATP-3 level.

Next, Mr. Voss discussed the projects selected for funding through the Minnesota Corridors of Commerce Readiness Advancement program.

Within ATP-3, there were six projects that were submitted for this first round of funding:

- Elk River US 10/US 169 interchanges
- Sherburne County US 10/CSAH 11 interchange
- Wright County MN 25 river crossing
- Saint Cloud APO MN 15 at MN 23 median U-turn
- Highway 23 Coalition corridor study of MN 23 from Foley to I-35.
- I-94 Corridor Coalition corridor study of I-94 from Clearwater to Rockville.

Five projects statewide were selected to receive funding including the Saint Cloud APO's MN 15 preliminary engineering for the median U-turn at the MN 23 junctions and larger corridor study of MN 15 to US 10 junction near Sauk Rapids. The APO was awarded \$2.5 million in funding.

Elk River also received funding (\$1,370,000) for their project.

Mr. Hedlund asked if there were plans to get rid of the signals along MN 15. Mr. Gibson responded that there was a planning study done in 2020 to explore options for bypassing the cross-traffic. He stated the median U-turn (MUT) seemed to be the most cost-effective remedy, and the funding the APO received through Corridors of Commerce will conduct a feasibility study for that possible alternative on MN 15.

Mr. Hedlund stated that there seems to be a lot of money out there for mega-projects in communities similar to Saint Cloud such as Elk River, Willmar, Brainerd, and Mankato. He said it would be nice if some of those funds could be used to improve the operations of MN 15.

## **9. ADJOURNMENT**

The meeting was adjourned at 11:23 a.m.



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

*T. 320.252.7568 F. 320.252.6557*

**TO:** Saint Cloud Area Planning Organization Technical Advisory Committee  
**FROM:** Brian Gibson, Executive Director  
**RE:** Staff Report on Policy Board Meeting  
**DATE:** March 12, 2026

A Policy Board meeting was held on Thursday, February 12, 2026. The following occurred:

1. The Board approved FY 2026-2029 Transportation Improvement Program (TIP) Amendments and Modification, as recommended by the TAC.
2. The Board approved NOT waving statutory tort limits for purposes of liability insurance coverage.
3. The Board awarded 2028-2030 Carbon Reduction Program (CRP) funding (\$710,000) to Waite Park's 10<sup>th</sup> Avenue and 1<sup>st</sup> Street South roundabout project.
4. The Board awarded 2030 Surface Transportation Block Grant (STBG) funding as follows:
  - a. \$1,201,005 to Saint Cloud's reconstruction of 9<sup>th</sup> Avenue from University Drive to 2<sup>nd</sup> Street North
  - b. \$1,201,005 to Waite Park's expansion of 10<sup>th</sup> Avenue from TH 23 to 100 feet south of the railroad tracks.
5. The Board ranked the 2030 Transportation Alternative projects in the following order, as recommended by the TAC:
  - a. Sauk Rapids Mayhew Lake Road Trail Extension
  - b. Saint Cloud Heatherwood Road Trail Extension
  - c. Saint Joseph River Bend Trail Extension
6. The Board heard a presentation from MnDOT's Adam Fulton on the current state of passenger rail planning and implementation
7. The Board heard a presentation on US10 from MnDOT's Tom Cruikshank

**Suggested Action:** None, informational.



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

T. 320.252.7568 F. 320.252.6557

**TO:** Saint Cloud Area Planning Organization Technical Advisory Committee  
**FROM:** Vicki Johnson, Senior Transportation Planner  
**RE:** FY 2026-2029 Transportation Improvement Program Amendments  
**DATE:** March 12, 2026

One of the responsibilities of the Saint Cloud Area Planning Organization (APO), as outlined by the Federal Government, is to develop and maintain a Transportation Improvement Program (TIP). The TIP is the document that programs federal funds for transportation improvements in the APO's Metropolitan Planning Area (MPA). Decisions about transportation investments require collaboration and cooperation between different levels of government and neighboring agencies and jurisdictions. As a document, the TIP reports how the various agencies and jurisdictions within the MPA have prioritized their use of limited Federal highway and transit funding.

The Saint Cloud APO, in conjunction with the Minnesota Department of Transportation (MnDOT) have requested to add a project to the FY 2026-2029 TIP.

Minnesota Department of Transportation

- 2026
  - **7303-55. \*\*COCPR\*\*MN 15, CORRIDOR STUDY AND PRELIMINARY ENGINEERING FROM 0.5 MI S OF S JCT MN 23 TO US 10 JCT.** The Saint Cloud APO was successfully awarded \$2.5 million in Minnesota Corridors of Commerce Readiness Advancement Funds to conduct preliminary engineering on a grade-separated median u-turn (MUT) intersection on MN 15 between MN 23/Second Street S and MN 23/CSAH 75/Division Street. Additional corridor study work will take place along MN 15 extending to US 10. MnDOT District 3 staff will be leading this effort. Because this is a regional study that has been funded with state legislative funding, the APO is amending the TIP to add this project. Funding breakdown is as follows: STIP Total: \$2,500,000; BF: \$2,500,000; Project Total: \$2,500,000.

A 30-day public comment period on this amendment occurred between Friday, Feb. 13 and Sunday, March 15, 2026.

An additional amendment was initiated after the start of the MnDOT amendment public engagement process. Public engagement on the following requested change occurred between Wednesday, Feb. 18 and Friday, March 20, 2026.

Stearns County

- 2026
  - **073-675-043. STEARNS CSAH 75, FROM CSAH 2 TO WASHINGTON MEMORIAL DRIVE IN THE CITIES OF ST CLOUD AND ST JOSEPH, REPLACE SIGNAL SYSTEMS.** Stearns County is requesting to extend the scope of this project from Washington Memorial Drive to 43<sup>rd</sup> Street S in Saint Cloud. No anticipated project cost changes are expected with this project. New project description: STEARNS CSAH 75, FROM CSAH 2 TO 43<sup>RD</sup> ST S IN THE CITIES OF ST CLOUD AND ST JOSEPH, REPLACE SIGNAL SYSTEMS.

Fiscal constraint has been maintained as a result of these proposed amendments.

As of noon on March 16, 2026, APO staff have received 17 completed online surveys between the two amendments. Those comments can be found in **Attachment C2**. Since the public comment period on the Stearns County amendment runs through March 20, any additional comments if received, will be presented as **Attachment C3** at the meeting and uploaded to the APO's website prior to the March 26 meeting.

**Suggested Action:** Recommend Policy Board approval.



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

T. 320.252.7568 F. 320.252.6557

## FY 2026-2029 Transportation Improvement Program Amendments

*Public Comments February – April 2026*

Two substantial requests for changes to the Saint Cloud Area Planning Organization's (APO's) fiscal year 2026-2029 Transportation Improvement Program (TIP) have warranted a 30-day public comment period. During these two period (Feb. 13 – March 15, 2026, **AND** Feb. 18 – March 20, 2026) the APO has received the following comments.

Comments are current through noon March 16, 2026. Additional comments on the Stearns County amendment (public comment runs through March 20) will be included as Attachment C3. This attachment (if necessary) will be emailed to TAC representatives, uploaded to the APO's website, and provided to TAC representatives at the March 26 meeting.

### Online Survey

Agency/Jurisdiction Project Number	Comment	APO Staff Response
<b>MnDOT 7303-55</b>	Strongly agree: 3 Agree: 5 Neither agree nor disagree: 0 Disagree: 0 Strongly disagree: 1	APO staff appreciate the responses and will pass them along to MnDOT District 3 staff.
<b>MnDOT 7303-55</b>	"It's a smart move if it speeds up real improvements without wasting cash, but these programs often drag on forever with studies that lead nowhere. The outcome depends on whether they genuinely develop something beneficial or merely waste resources on administrative procedures. If it is something	One of the biggest goals that came out of the APO's 2020 <a href="https://tinyurl.com/3dh2ympm">MN 15 Corridor Study</a> ( <a href="https://tinyurl.com/3dh2ympm">https://tinyurl.com/3dh2ympm</a> ), was to develop realistic solutions to address operations on MN 15. There was a previous study done in 2007 that had recommended MN 15 be lifted and turned into an expressway. While that would solve a lot of the problems on MN 15, from a financial standpoint, that project was not realistic – costing well over \$100 million to complete and impacting several properties along the corridor.  Based on existing revenue resources available at the local, state, and federal level, a solution to MN 15's operational problems would need to be phased or creatively addressed. Thus, the exploration of several options to improve the corridor, including the median u-turn.  According to the traffic modeling data found in the APO's MN 15 Corridor Study, the construction of a grade separated median u-turn would provide the

Agency/Jurisdiction Project Number	Comment	APO Staff Response
	coming from St. Paul, there is probably a good amount of bureaucratic waste and fraud.”	<p>following benefits (percentages based on projected 2045 traffic volumes in the region):</p> <ul style="list-style-type: none"> <li>• An approximate 10% reduction in travel time on the MN 15 corridor.</li> <li>• An approximate 24% reduction in overall driver delays.</li> <li>• A potential for up to a 21% reduction in crashes.</li> <li>• A potential reduction of pedestrian and bicycle risks by 50%.</li> </ul> <p>Estimates to complete this project were roughly about \$45 million (not accounting for inflation).</p> <p>But for anything to move forward – from planning into actual construction – there are still significant steps that need to occur. One of those being a preliminary engineering study and environmental study on the area.</p> <p>This is why the APO felt it in the best interest to apply for Readiness Advancement (\$2.5 million) versus actual construction dollars (which would cost upwards of \$45 million). This way, if for some reason preliminary engineering doesn’t pan out to allow for a grade separated median u-turn, taxpayer funding through the Corridors of Commerce program wouldn’t be tied up on a project that wouldn’t be successful.</p> <p>The study will be handled by MnDOT District 3 staff (based out of Saint Cloud/Baxter) who will be overseeing the study contract and scope of work to ensure the outcomes from the study are reasonable and can provide the best opportunities for improvement of the MN 15 corridor.</p>
<b>MnDOT 7303-55</b>	“The proposed ‘U turn to make a left’ at 2 <sup>nd</sup> street south and MN15 will be dangerous, inefficient, and confusing.”	<p>While not found within Minnesota, median u-turn intersections have been around since the 1960s in other parts of the country (particularly in Michigan).</p> <p>Because these types of intersections remove the left turning movement away from the intersection, they reduce the number of vehicle-to-vehicle conflict points at an intersection by half and have been observed to reduce severe crashes at intersections by nearly 70% (<a href="https://highways.dot.gov/media/10881">https://highways.dot.gov/media/10881</a>).</p> <p>According to the traffic modeling data found in the APO’s <a href="https://tinyurl.com/3dh2ympm">MN 15 Corridor Study</a> (<a href="https://tinyurl.com/3dh2ympm">https://tinyurl.com/3dh2ympm</a>), the construction of a grade separated median u-turn would provide the following benefits (percentages based on projected 2045 traffic volumes in the region):</p> <ul style="list-style-type: none"> <li>• An approximate 10% reduction in travel time on the MN 15 corridor.</li> <li>• An approximate 24% reduction in overall driver delays.</li> <li>• A potential for up to a 21% reduction in crashes.</li> </ul>

Agency/Jurisdiction Project Number	Comment	APO Staff Response
		<ul style="list-style-type: none"> <li>A potential reduction of pedestrian and bicycle risks by 50%.</li> </ul> <p>All of that information is super awesome, but you are correct. With most Central Minnesota drivers never driven through an intersection like this, there will be a lot of initial confusion and apprehension. In the event a grade separated median u-turn does become a reality, the APO, it's planning partners, and MnDOT will more than likely launch some sort of education campaign to alert drivers about the change (similar to the Diverging Diamond Interchange at Stearns County Road 120 and MN 15).</p> <p>But at this point, we will need to wait for the results of the preliminary engineering study to even confirm a grade-separated median u-turn will fit in this possible location.</p>
<b>Stearns County</b> <b>073-675-043</b>  <b>Current as of NOON</b> <b>March 16, 2026</b>	Strongly agree: 1 Agree: 2 Neither agree nor disagree: 4 Disagree: 0 Strongly disagree: 0	APO staff appreciate the responses and will pass them along to Stearns County staff.
<b>Stearns County</b> <b>073-675-043</b>	"Need to know what changes would be on the additional section."	<p>That is a fair point. Much of the traffic signal revisions along CSAH 75 would involve upgrading some of the existing hardware within the signals. Other software updates can also be included such as signal re-timing and other safety enhancements to ensure emergency vehicle preemption and pedestrian crossing technology is working.</p> <p>Overall, the extension of this project would include doing this work on an additional five signalized intersections.</p>
<b>Stearns County</b> <b>073-675-043</b>	"I would go even further and work on the intersection of I94 and CHAH 75. That intersection, though recently updated with a merge lane, is still dangerous during high traffic periods. With industrial sites now an immediate LEFT from anyone existing West I94, it is problematic.	<p>The intersection at 43<sup>rd</sup> Street S is the last (if heading southbound on CSAH 75) signalized intersection on CSAH 75 before that interchange with I-94. So, this type of project – traffic signal revision work – would not be applicable to that interchange.</p> <p>However, you are correct. There is a lot of growth and development – particularly industrial growth – in this part of Saint Cloud. A few things the City is working on to address some of these issues is the extension of Heatherwood Road from it's current termini down to the Opportunity Drive industrial park (60<sup>th</sup> Street S). One of the big hopes the City has in completing this connection would be to help alleviate some of the heavy commercial traffic using the CSAH 75/I-94 interchange at McStop. If commercial vehicles were to take the Opportunity Drive exit and travel along Heatherwood Road, they would meet up again with CSAH 75 at the</p>

Agency/Jurisdiction Project Number	Comment	APO Staff Response
	<p>Sending full-size tractor/trailers across 3 lanes with no control points is dangerous. However, if the funding is not there, or it requires too much federal/state input, as that's a federal road, I understand. I am appreciative that the entire stretch is being looked at as it's critical to the St. Cloud metro."</p>	<p>intersection of 43<sup>rd</sup> Street S. So in the example that was provided, semis would have the option to travel straight through that intersection to access businesses west of CSAH 75 (at Hadrian Road) versus having to exit I-94, cross multiple lanes of traffic, and make a left turn. The City of Saint Cloud is looking at making that Heatherwood Road connection a reality starting during the 2027 construction season.</p> <p>While not directly impacting the interchange with I-94, this is one work around the City of Saint Cloud is hoping to do to help improve traffic flow around the whole McStop area.</p>

## Facebook

Agency/Jurisdiction Project Number	Comment	APO Staff Response
<p><b>Stearns County</b> <b>073-675-043</b></p>	<p>"Thank you for the update. I'm glad they're adding mcstop to their hardware update."</p>	<p>You are very welcome. And I'll be sure to let the Stearns County engineer know that you are glad that they plan on extending this project farther south 😊.</p>



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

T. 320.252.7568 F. 320.252.6557

**TO:** Saint Cloud Area Planning Organization Technical Advisory Committee (TAC)  
**FROM:** Alex McKenzie, Associate Transportation Planner  
**RE:** 2025 Stakeholder Engagement Plan Annual Report (SEPAR)  
**DATE:** March 11, 2026

The Stakeholder Engagement Plan Annual Report (SEPAR) documents how the APO engaged residents, stakeholders, and partner agencies in transportation planning activities during the 2025 calendar year. The report provides a record of public involvement efforts and evaluates how engagement activities supported the APO's planning and decision-making processes.

The SEPAR supports the APO's Stakeholder Engagement Plan (SEP), which outlines how the public can participate in transportation planning and ensures compliance with federal public participation, Title VI, ADA, and Limited English Proficiency (LEP) requirements.

### **Purpose of the Report**

The SEPAR serves several functions for the APO:

- ❖ Documents outreach and engagement activities conducted during the year.
- ❖ Evaluates how effectively engagement methods reached residents and stakeholders.
- ❖ Tracks engagement trends and participation levels over time.
- ❖ Identifies opportunities to improve outreach and communication strategies.

By reviewing engagement activities annually, the APO can refine its approach and continue improving opportunities for meaningful public participation.

### **What the Report Includes**

The report provides an overview of engagement activities conducted across a variety of planning efforts and communication platforms. Major sections of the report include:

- ❖ Introduction and overview of the SEP.
- ❖ Community participation approaches and outreach methods.
- ❖ Engagement activities associated with APO plans, studies, and programs.
- ❖ Digital engagement metrics and communication tools.
- ❖ Evaluation of outreach efforts and recommendations for improvement.

Together, these sections provide a comprehensive overview of how the APO communicates with the public and gathers input to inform regional transportation planning.

To review the document in its entirety, visit this link: <https://stcloudapo.org/wp-content/uploads/2026/03/1.-DRAFT-2025-SEPAR.pdf>

**Suggested Action:** Recommend approval of the 2025 Stakeholder Engagement Plan Annual Report (SEPAR) to the Policy Board.



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T. 320.252.7568 F. 320.252.6557

**TO:** Saint Cloud Area Planning Organization Technical Advisory Committee  
**FROM:** Vicki Johnson, Senior Transportation Planner  
**RE:** 2026-2030 Regional Infrastructure Investment Plan (RIIP)  
**DATE:** March 12, 2026

One of the responsibilities of the Saint Cloud Area Planning Organization (APO), as outlined by the Federal Government, is to develop and maintain a Transportation Improvement Program (TIP). The TIP is the document that programs federal funds for transportation improvements in the APO's Metropolitan Planning Area (MPA). Decisions about transportation investments require collaboration and cooperation between different levels of government and neighboring agencies and jurisdictions. As a document, the TIP reports how the various agencies and jurisdictions within the MPA have prioritized their use of limited Federal highway and transit funding.

The APO TIP document includes projects from the Minnesota Department of Transportation (MnDOT) District along with members jurisdictions that fall within the APO's planning area. The TIP also contains projects found within Saint Cloud Metro Bus's CIP. The projects programmed in the TIP are either partially or fully funded using federal or state dollars. Projects programmed into the TIP must comply with regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

In addition, Federal regulations dictate the APO must include in their annual TIP "all regionally significant projects requiring an action by the FHWA or FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53)."<sup>1</sup>

Federal regulations go on to state:

"For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds."

Federal regulations have left the determination of "regionally significant" transportation projects up to individual metropolitan planning organizations (MPOs) like the APO.

In order to 1) meet the transparency intent of Federal regulations surrounding regionally significant transportation projects and 2) to facilitate better interjurisdictional coordination of project development and construction, APO staff have developed the Regional Infrastructure Investment Plan (RIIP).

By programming transportation projects into the TIP, they are subject to the regulations issued by FHWA and FTA including the amendment processes outlined in the APO's Stakeholder Engagement Plan (SEP) and APO Policy Board approval. Subjecting projects that are 100% locally funded and supported by their respective governing body to these regulations appears to be unduly arduous and time consuming given the fluidity of many of

<sup>1</sup> Metropolitan Transportation Planning and Programming, 23 C.F.R. §450.326 (2016).

the jurisdictional CIPs.

The RIIP, in contrast to the TIP, identifies proposed non-transit transportation improvement projects throughout the Saint Cloud Metropolitan Planning Area (MPA) **regardless of funding** source and includes projects that have been programmed in the TIP. This document, not subject to FHWA/FTA regulations, is designed to provide jurisdictions and residents with a more complete picture of transportation improvement projects occurring in the planning area over a five-year time frame.

In addition, the RIIP will also serve as a means to track construction projects that have been completed within the past 12 months.

The APO's draft 2026-2030 RIIP can be found by accessing the following link:

<https://stcloudapo.org/wp-content/uploads/2026/03/03122026-2026-2030-RIIP-compressed.pdf>

Again, the document contains CIPs (and the CHIP) that have been approved by the respective jurisdictions. **Any changes to these documents after the initial approval by the governing body have not been included in this document.**

**Suggested Action:** Recommend Policy Board approval to publish.



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*T. 320.252.7568 F. 320.252.6557*

**TO:** Saint Cloud Area Planning Organization TAC  
**FROM:** James Stapfer, Planning Technician  
**RE:** 2024 Transportation Performance Monitoring Report  
**DATE:** March 12, 2026

The Transportation Performance Monitoring Report (TPMR) includes a set of performance measures that will track the region's progress towards the achievement of transportation goals. Performance measures are designed to serve as a benchmark to evaluate and quantify progress. This performance-based approach is meant to improve accountability of Federal transportation investments, assess risks related to different performance levels, and increase transparency. The report serves as an annual snapshot of the region to help the APO and its planning partners better understand current and anticipated performance of the transportation system and how well it is moving towards achieving the goals stated in the MTP.

To view the full 2024 TPMR, please follow this link: <https://stcloudapo.org/wp-content/uploads/2026/03/2024-TPMR-FINAL.pdf>

**Suggested Action:** Recommend Policy Board approval to publish.



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T. 320.252.7568 F. 320.252.6557

**TO:** Saint Cloud Area Planning Organization Technical Advisory Committee (TAC)  
**FROM:** Alex McKenzie, Associate Transportation Planner  
**RE:** Citizens' Transportation Advisory Committee (CTAC)  
**DATE:** March 11, 2026

At the Oct. 30, 2025, Technical Advisory Committee (TAC) meeting, APO staff introduced a proposal to disband the existing Active Transportation Advisory Committee (ATAC). In its place, APO staff were proposing to establish a Citizens' Transportation Advisory Committee (CTAC).

During that meeting, TAC representatives provided valuable feedback on how such a group could best support the region. Several important themes emerged. TAC representatives noted that individual cities and counties already have planning commissions that review plans, provide input on vision and goals, and serve as formal advisory bodies. As such, there was concern about duplicating those efforts at the regional level.

At the same time, there was clear interest in the potential value of a regional citizen group serving in a different capacity. Suggestions included functioning as a think tank, supporting public engagement efforts, serving as community ambassadors, and providing input on emerging transportation issues that may benefit from regional coordination.

Based on that feedback, APO staff propose refining the purpose and structure of CTAC.

### **Proposed Purpose**

The CTAC would serve as a regional community advisory forum to support TAC by:

- ❖ Serving as a think tank for emerging transportation issues.
- ❖ Strengthening public engagement strategies and outreach efforts.
- ❖ Elevating lived experience and perspectives that may not surface through traditional processes.
- ❖ Providing a regional lens on topics that cross jurisdictional boundaries.

The CTAC would not replace local planning commissions, nor would it serve as a formal plan review or approval body. Instead, it would function as a discussion-driven advisory group that helps TAC consider community perspectives in a broader, forward-looking context.

### **Advisory Role**

CTAC would be advisory only. It would not vote on APO plans, score projects, or make binding recommendations. TAC would retain full authority over technical review and recommendations to the Policy Board.

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Following each meeting, APO staff would provide a brief written summary of discussion themes and key takeaways to the TAC. This approach ensures transparency while avoiding the creation of an additional formal decision-making layer.

## **Membership Structure**

To balance structure and flexibility, staff propose a hybrid membership model:

- ❖ Approximately 12 appointed members (one for each jurisdiction, two from Saint Cloud).
- ❖ Members selected through an open application process.
- ❖ Appointments recommended by TAC and confirmed by the Policy Board.
- ❖ Two-year staggered terms to ensure continuity.
- ❖ Members may serve up to two consecutive terms.

The committee would aim to reflect geographic diversity across the APO planning area, as well as demographic and user diversity, including individuals who experience the transportation system in different ways.

Meetings would remain open to the public, and public participation would be encouraged. While a core group of appointed members would provide continuity, the structure would remain accessible and transparent.

To support accountability, APO staff would prepare a brief annual attendance summary for TAC so members can monitor participation by appointed representatives.

## **TAC Representation**

As part of transitioning from ATAC to CTAC, staff are proposing to remove the current ATAC ex-officio representative seat on the TAC. Participation in that role has been limited in recent years. TAC meetings will remain open to the public, allowing CTAC participants to attend and engage when relevant.

TAC members and CTAC participants would continue to have opportunities to engage across both groups. In addition, summaries of CTAC discussions will be shared with TAC through staff memos, ensuring that community perspectives and themes raised by the group are communicated to TAC without requiring a formal representative position.

## **Voting and Decision-Making**

Formal voting would not be required. Discussions would be consensus-oriented, and summaries would capture key themes rather than tally votes. This approach reinforces CTAC's advisory nature and maintains flexibility in how input is communicated to TAC.

## **Meeting Structure**

CTAC would meet quarterly, with additional meetings scheduled only when necessary to address major regional topics or emerging issues. Meetings would be staff-facilitated and discussion-based, typically lasting 60 to 90 minutes. Materials would be provided in clear, plain language to ensure accessibility.

## **Anticipated Value to TAC**

This refined structure responds directly to TAC's feedback. It avoids duplicating the role of local planning commissions while creating space for regional dialogue and forward-looking discussion. The CTAC would help identify issues early, strengthen public engagement efforts, and provide a community-based perspective on topics that may benefit from coordination across jurisdictions.

Rather than serving as another formal review step, CTAC would function as a resource to TAC, a forum for ideas, emerging trends, and lived experience that can inform technical discussions without adding procedural complexity.

### **Proposed One-Year Pilot Period**

To ensure the structure is practical and responsive to TAC's needs, staff propose establishing the CTAC as a one-year standing pilot.

This probationary period would allow the APO to:

- ❖ Test meeting structure and format.
- ❖ Evaluate membership composition and participation levels.
- ❖ Refine the scope of topics and advisory role.
- ❖ Determine the appropriate frequency and reporting format to TAC.
- ❖ Assess overall value to the regional planning process.

During this pilot year, CTAC would function as a temporary working group. At the end of the year, staff would provide TAC with an evaluation summarizing participation, discussion themes, benefits, challenges, and recommendations regarding whether to formalize the committee on a permanent basis.

### **Next Steps**

If TAC supports this refined direction, staff propose launching the CTAC as a one-year standing pilot working group beginning in May of 2026.

Upon endorsement, the APO will immediately begin soliciting interest from community members through an open application process. Requests for membership will be shared with local jurisdictions, posted on the APO website, and distributed through existing outreach channels.

Once members are identified, APO staff will work directly with the working group to determine a meeting location, time, and format that best supports participation. Meetings will then begin on a quarterly basis, with flexibility to adjust as needed during the pilot year.

**Suggested Action:** Recommend to the Policy Board the establishment of a one-year pilot Citizens' Transportation Advisory Committee (CTAC), replacing the existing Active Transportation Advisory Committee (ATAC).