

**SAINT CLOUD AREA PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING
Thursday, March 26, 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 10:05 a.m. Thursday, March 26, 2026. Senior Transportation Planner Vicki Johnson presided with the following people in attendance:

Voting Members:

Zac Borgerding	City of Saint Cloud
Matt Glaesman	City of Saint Cloud
Kari Haakonson	City of Sartell
Todd Schultz	City of Sauk Rapids
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 Technician
Trina Ness	APO, Administrative Specialist

Online Attendees:

Jeff Lenz	MnDOT District 3
Bryan McCoy	MnDOT MPO Coordinator
Bryce Johnson	City of Saint Joseph

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 Feb. 5, 2026, TAC meeting
- b. Receive staff report of Feb. 12, 2026, Policy Board meeting

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

4. CONSIDERATION OF THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS

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

- **MnDOT** MN 15, Corridor Study and Preliminary Engineering from 0.5 miles S of S junction MN 23 to US 10.

A 30-day public comment period occurred between Feb. 13 and Mar. 15, 2026. An additional amendment was initiated after the start of the MnDOT amendment public engagement process.

- **Stearns County:** Stearns CSAH 75, from CSAH 2 to Washington Memorial Drive in the cities of Saint Cloud and Saint Joseph, replace signal systems. New project description: Stearns CSAH 75, from CSAH 2 to 43rd Street S in the cities of Saint Cloud and Saint Joseph, replace signal system.

A 30-day public comment period occurred between Feb. 18, and Mar. 20, 2026.

Other public engagement efforts included:

- In-person open house
- Facebook Live open houses
- Facebook
- Instagram
- Nextdoor
- Central MN ATP-3 website
- APO website
- St. Cloud Live Legal notice
- YouTube Shorts (videos)

There were seventeen online survey participants between the two amendments.

Mr. Schultz made a motion to recommend Policy Board approval of the FY 2026-2029 TIP Amendments. Mr. Decker seconded the motion. Motion carried.

5. CONSIDERATION OF THE 2025 STAKEHOLDER ENGAGEMENT PLAN ANNUAL REPORT (SEPAR)

Mr. McKenzie reviewed the purpose of the SEPAR stating it provides an annual review of public involvement efforts and evaluates how engagement activities supported the APO's planning and decision-making processes. What stood out in 2025 was our digital engagement has expanded.

Mr. McKenzie stated 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 LEP requirements.

Mr. McKenzie explained that the report provides an overview of engagement activities conducted across a variety of planning efforts and communication platforms. Together, the report provides a comprehensive overview of how the APO communicates with the public and gathers input to inform regional transportation planning.

Mr. Glaesman asked if APO staff could compare our MPO's disproportionate

participation statistics with other MPOs and inquire as to how MPOs that have different results obtain participation/input from those community members.

Mr. Glaesman made a motion to recommend Policy Board approval of the 2025 Stakeholder Engagement Plan Annual Report (SEPAR). Mr. Schultz seconded the motion. Motion carried.

6. CONSIDERATION OF THE FY 2026-2030 REGIONAL INFRASTRUCTURE INVESTMENT PLAN (RIIP)

Ms. Johnson reviewed what the Transportation Improvement Program (TIP) is, how it works, and how it entwines with other documents generated within the APO.

Ms. Johnson went on to explain that Federal regulations dictate the APO must include in their annual TIP “all regionally significant projects requiring an action by the FHWA or FTA regardless of the funding.” In order to meet the transparency intent of the Federal regulations surrounding regionally significant transportation projects and to facilitate better interjurisdictional coordination of project development and construction, APO staff have developed the Regional Infrastructure Investment Plan (RIIP).

Ms. Johnson went on to state that unlike the TIP, which is a fluid document, the RIIP is a snapshot in time of all construction projects planned over a five-year period. The goal of the RIIP is 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 (2026-2030), as well as track construction projects that were completed in 2025.

Ms. Johnson stated Stearns County Engineer Chris Byrd requested two changes to the document. Those changes, she stated, have been made and asked TAC to recommend Policy Board approval with the Stearns County amendments to the document.

Mr. Schultz made a motion to recommend Policy Board approval of the FY 2026-2030 Regional Infrastructure Investment Plan (RIIP). Mr. Glaesman seconded the motion.

After discussion Mr. Glaesman made an amended motion to include the information regarding the City of Saint Cloud’s recently approved CIP and MnDOT’s potential MN 23 modifications in the recommendation for Policy Board approval of the FY 2026-2030 Regional Infrastructure Investment Plan (RIIP). Mr. Schultz seconded the motion. Motion carried.

7. CONSIDERATION OF THE 2024 TRANSPORTATION PERFORMANCE MONITORING REPORT (TPMR)

Mr. Stapfer explained that the TPMP is an annual report that includes a set of performance measures that 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.

Mr. Stapfer went on to explain that this performance-based approach is meant to

improve accountability of Federal transportation investments, assess risks related to different performance levels, and increase transparency. He went on to state that the report is 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. He proceeded to give an overview of safety, pavement and bridge conditions, system reliability, transit ridership, and environmental trends in water and air quality.

Mr. Glaesman asked if we have data or if there is a way to acquire the data of Metro Bus ridership versus private companies. Mr. Stapfer and Mr. Kedrowski stated that they are unaware of current data sets that would show that information.

Mr. Noerenberg made a motion to recommend Policy Board approval of the 2024 Transportation Performance Monitoring Report (TPMR). Mr. Borgerding seconded the motion. Motion carried.

8. CONSIDERATION OF A ONE-YEAR PILOT OF THE CITIZENS' TRANSPORTATION ADVISORY COMMITTEE (CTAC)

Mr. McKenzie stated that at the Oct. 30, 2025, TAC meeting, APO staff introduced a proposal to disband the existing Active Transportation Advisory Committee (ATAC) and in its place establish a Citizens' Transportation Advisory Committee (CTAC).

Mr. McKenzie stated that based on feedback received from TAC representatives, APO staff propose refining the purpose and structure of the CTAC making this a one-year pilot program. He stated that the ATAC was focused on walking and biking issues and was not well attended. The CTAC would focus on walking, biking, and transit. He went on to discuss the proposed purpose, define the advisory role members would hold, what the membership structure would look like, the TAC representation within the group, voting and decision-making, meeting structure, the anticipated value to the TAC, and next steps.

Mr. Glaesman made a motion to recommend Policy Board approval of establishing a one-year pilot program of the Citizens' Transportation Advisory Committee (CTAC), which will replace the existing Active Transportation Committee (ATAC). Mr. Noerenberg seconded the motion. Motion carried.

9. OTHER BUSINESS & ANNOUNCEMENTS

- The APO is currently in public engagement on several transit amendments (through April 18, 2026).
- TIP financial spreadsheets and ALOP forms are due March 27, 2026.
- TA awards will be announced after April 2 (ATP-3 Meeting). The ATIP Development Committee is not recommending a second TA solicitation this year. However, ATP-3 managed PROTECT and CRP are likely to occur pending ATP-3 decision.
- The APO is looking to purchase a counter. If you have a preference or suggestion please contact Alex McKenzie or James Stapfer.

10. ADJOURNMENT

The meeting was adjourned at 11:13 a.m.