SAINT CLOUD AREA PLANNING ORGANIZATION

TECHNICAL ADVISORY COMMITTEE (TAC) MEETING

Thursday, May 28, 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 10:03 a.m. Thursday, May 28, 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
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
James Stapfer	APO, Planning Technician
Trina Ness	APO, Admin Specialist

Online Attendees:	
Lauren Dickerson	MPCA

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 April 30, 2026, TAC meeting
   b. Receive staff report of May 14, 2026, Policy Board meeting

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

4. CONSIDERATION OF THE DRAFT FY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Ms. Johnson began by explaining that the TIP is updated on an annual basis and spans four fiscal years (2027-2030). It includes projects that receive funding from Federal and/or state (MnDOT) sources. She went on to discuss the draft FY 2027-

2030 TIP local funding summary as well as provide a summary of new projects included in this iteration of the TIP.

Those projects include:

2030 Surface Transportation Block Grant Program Funded Projects:

- City of Waite Park 10th Avenue South expansion and roundabout (2028 construction) $1,201,005.
- City of Saint Cloud Ninth Avenue/10th Avenue South reconstruction (2028 construction) $1,201,005.

Congressionally Directed Spending:

- City of Saint Cloud Heatherwood Road extension (2027) $7,000,000.
- Stearns County Townline Road reconstruction (2027) $1,500,000.

2028-2030 Carbon Reduction Program funded projects:

- City of Waite Park's 10th Avenue S roundabout (2028, 2029, and 2030) $710,000.

2030 Transportation Alternatives funded projects:

- City of Sauk Rapids CSAH 1/Mayhew Lake Road NE trail extension Storm Street NE to CSAH 29 (2028 construction) $400,000.
- City of Saint Cloud Beaver Islands Trail extension (2027 construction) $400,000.
- City of Saint Joseph Rivers Bend Trail Extension $286,946.

Changes and New MnDOT Projects:

- I-94 bridge deck overlay over the bridge over Jade Road (moving from 2028 to 2027).
- I-94 bridge deck overlay of bridges over CSAH 2 (moving from 2029 to 2028).
- MN 23 Mill and overlay project increased to $24,974,000 (up from about $12 million).
- MN 95 mill and overlay pushed back from FY 2029 to FY 2030.
- New Projects:
    - Railroad crossing signal replacement at CSAH 81/Third Street in FY 2029.
    - Installation of dynamic messaging signs on I-94 and MN 23 in FY 2030.

Metro Bus Projects:

- Addition of the 23 fixed route CNG replacement vehicles (13 replaced in 2027 and 10 replaced in 2028).
- 2030 new projects:
    - Maintenance tools and equipment.
    - Office equipment/IT projects.
    - Facility improvements.

WACOSA Project:

- 2027 minivan purchase for service expansion

Ms. Johnson stated that this is only a draft document. There will be changes made between now and public comment being launched. She also stated that this draft document was submitted to MnDOT, FHWA, and FTA for review on May 15, 2026.

Mr. Borgerding made a motion to recommend Policy Board approval to release the draft TIP to initiate a 30-day public comment period no later than July 15, 2026. Mr. Byrd seconded the motion. Motion carried.

5. CONSIDERATION OF THE 2027-2028 UNIFIED PLANNING WORK PROGRAM (UPWP)

Mr. Gibson explained that the 2027-2028 UPWP is both the APO's budget and work plan. He went on to explain that funds are brought into the APO by miscellaneous sources.

The CPG (Federal) grant is $702,428. Those funds must be matched (20%) by local funding -- $165,689. In addition, other local expenses not reimbursed by the Federal Government include the lobbyist fee ($48,000) and the City of Saint Cloud's Environmental Impact Assessment funding ($50,000). In total, Mr. Gibson stated the local assessments for 2027 are $263,689.

Mr. Gibson provided the budgetary breakdown by work activities including a funding split (CPG 1; CPG 2 (specifically for active transportation planning); State Funding (the state provides a planning grant of $68,710 to the APO); and the local match components for both the state and federal grants as well as the non-reimbursable funding for lobbying). Mr. Gibson indicated that contract services for 2027 will include the following:

- Larkin Hoffman lobbying: $48,000 (100% locally funded).
- Community Liaisons for Hard to Reach Populations: $5,000 ($4,000 from the state grant and $1,000 from local funding).
- 2025 Model Calibration, 2055 Forecasting, and 2055 No-Build Model: $116,000 (80/20 split federal and local).

He discussed the APO's budget history from 2021-2027, and the jurisdictional assessment history from 2021-2027. He closed with the 2027 jurisdictional assessments based on population.

Mr. Glaesman made a motion to recommend Policy Board approval of the 2027-2028 Unified Planning Work Program (UPWP). Mr. Schultz seconded the motion. Motion carried.

6. REVIEW OF THE 2025 CONSULTANT-LED PAVEMENT CONDITION REPORT

Mr. Stapfer began by stating the APO's commitment to manage the operations and preservation of the roadway network efficiently and cost-effectively – as identified in the APO's long-range Metropolitan Transportation Plan.

GoodPointe Technology was contracted by the APO to survey portions of the functionally classified roadway network not collected by MnDOT. GoodPointe also surveyed the pavement for on-road bike lanes and off-road shared-use paths.

Mr. Stapfer stated that Goodpointe Technology used the data collection methodology of:

- International Roughness Index (IRI) which is a statistic used to estimate the amount of roughness on a roadway.
- Pavement condition data is collected using a Digital inspection Vehicle (DIV). This vehicle is equipped with two cameras, a scanning laser, and a 3D laser/camera system.

Mr. Stapfer went on to review specific findings that were discovered during the data collection.

Based on the three classifications of IRI for pavement (a metric typically used for the National Highway System (NHS) pavement), the APO's roadway network results include:

- Good Condition: 10 lane miles (4%).
- Fair Condition: 145.2 lane miles (56%).
- Poor Condition: 102.7 lane miles (40%).

Mr. Stapfer stated GoodPointe Technology had recommended a five-tiered scale for pavement evaluation given the NHS pavement condition standards are much stricter due to the NHS carrying higher volumes of vehicle traffic. Based on this five-tiered system, the APO's roadway network results would be:

- Excellent Condition: 10 lane miles (3.9%).
- Good Condition: 145.1 lane miles (56.2%).
- Fair Condition: 68 lane miles (26.3%).
- Poor Condition: 23.4 lane miles (9.1%).
- Very Poor Condition: 11.4 lane miles (4.4%).

Mr. Stapfer also provided results for the active transportation pavement network (grouping shared use and on-road bike lanes). Those results are as follows:

- Very Smooth: 29.4 miles (20%).
- Smooth: 79.5 miles (55%).
- Fair: 25.8 miles (18%).
- Rough: 8.4 miles (6%).
- Very Rough: 0.6 miles (0%).
- Not Rated/Reviewed: 1.8 miles (1%).

Mr. Stapfer said a jurisdictional report will be developed once MnDOT and county-level pavement condition are available.

7. OTHER BUSINESS & ANNOUNCEMENTS

- Ms. Johnson stated that the APO staff will be hosting miscellaneous public engagements for the Long-Range Transportation Visioning Plan throughout the summer. She would also like to conduct visioning sessions with the TAC and Policy Board throughout the process as well.
- Mr. Gibson stated that the current federal transportation authorization bill, the Infrastructure Investment and Jobs Act (IIJA) is set to expire this year. The federal government is currently working on a new transportation authorization bill. Mr. Gibson provided some general highlights on the Build America 250 Act – the very preliminary transportation authorization bill – which recently was approved through the House's Transportation and Infrastructure Committee.

8. ADJOURNMENT

The meeting was adjourned at 10:38 a.m.