

SAINT CLOUD AREA PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE (TAC) MEETING

Thursday, Sept. 28 @ 10 a.m.

A meeting of the Saint Cloud Area Planning Organization’s (APO) Technical Advisory Committee (TAC) was held at 10 a.m. on Thursday, Sept. 28, 2023. Senior Transportation Planner Vicki Johnson presided with the following people in attendance:

Voting Members:

Matt Glaseman	City of Saint Cloud
Tracy Hodel	City of Saint Cloud (alternate)
Mike Decker	Stearns County (alternate)
Dave Blommel	City of Waite Park (alternate)
Chris Byrd	Benton County
Kari Theisen	City of Sartell
Andrew Witter	Sherburne County
Randy Sabart	City of Saint Joseph
Michael Kedrowski	Saint Cloud Metro Bus
Todd Schultz	City of Sauk Rapids
Steve Voss	MnDOT District 3

Non-Member Attendees:

Vicki Johnson	APO, Senior Transportation Planner
Alex McKenzie	APO, Associate Transportation Planner
James Stapfer	APO, Transportation Planning Technician

Zoom Attendees:

Innocent Eyoh	Minnesota Pollution Control Agency
Jeff Lenz	MnDOT District 3
Colin Korst	Federal Transit Administration
Voni Vegar	MnDOT Office of Transit and Active Transportation
Angie Tomovic	MnDOT District 3

Introductions were made.

PUBLIC COMMENT PERIOD

No members of the public were present.

CONSIDERATION OF CONSENT AGENDA

- a. Approve minutes of Aug. 31, 2023, TAC meeting
- b. Consideration of the 2024 Technical Advisory Committee meeting schedule

Ms. Hodel made a motion to approve consent agenda items. Mr. Voss

seconded the motion. Motion carried.

CONSIDERATION OF THE LOOKING AHEAD 2050 REFINED SCENARIO MODEL RESULTS

Ms. Johnson provided a recap of the July 27 TAC meeting's activity surrounding the development of the 2050 Metropolitan Transportation Plan (MTP) model. After the conclusion of the July meeting, she stated TAC representatives were given the opportunity to suggest additional projects be added to the 2050 MTP project list. She also stated the initial project list was shared with members of the Policy Board for their review. APO staff compiled the list of proposed changes to the 2050 project list – both expansion and reconstruction/system preservation projects – the consultant did project cost estimates on the additional projects as well as added the new expansion projects to the model as part of the refined scenario. The consultant also ran a model scenario which included the refined 2050 MTP projects alongside the portions of the urban beltline that did not meet fiscal constraint.

Ms. Johnson reviewed the initial model results as compared to the 2050 no build scenario and noted only a slight decrease in vehicle miles traveled (VMT), no change in vehicle hours traveled (VHT) and a 3.9% decrease in travel delay.

There were four additional MnDOT projects added to the 2050 MTP project list as well as an additional 24 projects added by the cities and counties. With the addition of those projects, Ms. Johnson noted very minimal change between the initial and refined model results – virtually unchanged VMT and VHT results, but a 4.7% decrease in travel delay.

The beltline scenario was developed based upon the alignment from the 2045 MTP as well as the recommendations from the southwest beltline study and the 33rd Street S Mississippi River Crossing study. The consultant modeled the full beltline – regardless of fiscal constraint – with the refined scenario. With that scenario, Ms. Johnson explained there was a sizeable decrease in travel delay as compared to the refined scenario by itself – travel delay was down 16.2%, a difference of 11.5 percentage points. She said the most notable improvement was on the principal arterial system which saw a 9% improvement in travel delay with the beltline as opposed to not.

Ms. Johnson did note at the August Policy Board meeting there was a discussion about whether the beltline should remain a regional priority. She said the APO will be working to host a regional meeting in January or February to discuss this and how the region should proceed.

Ms. Theisen had inquired if the model results presented regarding the beltline will be included in the region-wide beltline discussion this winter. Ms. Johnson said she was uncertain about what specifically would be addressed, but she said she was under the impression that model results aside the discussion would be on whether the beltline was still a regional priority and how to handle it on a regional level.

Mr. Glaseman made a motion to approve the Looking Ahead 2050 MTP project list. Ms. Theisen seconded the motion. Motion carried.

CONSIDERATION OF THE 2024 PM1 SAFETY TARGETS

Mr. Stapfer said Performance Measure (PM) 1 targets must be looked at on an annual basis. This target (PM1) is primarily used at the state level – if the state fails to meet their safety targets, they must divert additional funding to safety projects. Mr. Stapfer said MnDOT calculates and establishes targets for PM1, however, those targets aren't applicable at the APO level. Mr. Stapfer said the APO's PM1 target must be adopted by no later than Feb. 28, 2024.

Mr. Stapfer discussed the 2022 results in comparison to the 2022 PM1 targets established in 2020. He also provided information on the 2023 targets as the MnDOT 2024 PM1 targets for comparison. Mr. Stapfer said based on the 2022 data, the APO met the 2023 safety targets for non-motorized fatalities and serious injuries. Based on past precedent, Mr. Stapfer has proposed keeping the 2024 PM1 targets the same as the 2023 targets with the exception of the non-motorized fatalities and serious injury crashes which he recommended setting at the 2022 result rate.

The 2024 PM1 targets would be as follows (based on five-year rolling averages):

- Fatalities: 8.0.
- Fatality Rate (100 MVMT): 0.626.
- Serious Injuries: 23.0.
- Serious Injury Rate (100 MVMT): 1.946.
- Non-Motorized Fatalities and Serious Injuries: 6.2.

Mr. Stapfer also provided 10 years' worth of safety data to discuss the trends the region is experiencing. Those trends include experiencing a lower fatality rate while having more VMT.

Mr. Byrd made a motion to recommend Policy Board approval of the APO's 2024 PM1 Safety Targets. Mr. Schultz seconded. Motion carried.

OVERVIEW OF THE 2023-2024 GRANT SOLICITATIONS

Ms. Johnson presented the current and upcoming grant solicitations.

The Highway Safety Improvement Program (HSIP) is designed for low-cost, high-impact solutions designed to reduce fatalities and serious injuries on all public roadways. This program, which is currently open, requires a 10% local match minimum and applicants can request up to \$750,000 in Federal funding. Ms. Johnson reviewed the anticipated funding targets for HSIP for ATP-3 between 2025 and 2028.

Ms. Johnson provided the deadlines for the HSIP solicitation. Applications are due to her by noon on Oct. 16 for review by the TAC and Policy Board. Full applications are due to Office of Traffic Engineering by Nov. 22. She encouraged counties to apply and for those cities that are interested in applying, Ms. Johnson said she will work to connect them with the appropriate state contact to help them navigate the process.

Ms. Johnson also reviewed both state funded grant solicitations – Active Transportation Infrastructure Grant and Safe Routes to School Infrastructure Grant. She stated these programs are funded at 100% with a minimum award of \$50,000 and a maximum award of \$1 million. For both programs projects must be constructed in 2024 or 2025 and they are competitive across the state. Ms. Johnson said the timeline for these grants include a letter of intent due Nov. 9, full application will be distributed by Nov. 27, and full applications are due Feb. 2.

The Surface Transportation Block Grant Program (STBGP) solicitation will open in early October. Applications are due to Ms. Johnson by 3 p.m. on Monday, Jan. 8. The TAC will recommend a ranking/prioritization at the Feb. 1 TAC meeting. Funding targets have not been established for the APO yet.

Transportation Alternatives (TA) solicitation will open with a letter of intent process in early October. LOIs due by the end of October/early November. Full applications will be sent out in mid-November. Applications are due to Jeff Lenz at MnDOT District 3 by Jan. 12.

Mr. Lenz said there will be workshops on Oct. 5 (in Brainerd) and Oct. 10 (in Saint Cloud) to review the process.

Local Partnership Program (LPP) is designed for locally led projects that will be completed on the trunk highway system. Ms. Johnson said the solicitation opens in mid-October with applications due at the end of January. Mr. Voss said they are anticipating \$4 million for this program.

Ms. Johnson said she would be willing to review jurisdictional applications prior to them being submitted. Ms. Tomovic also indicated her willingness to answer questions and provide assistance.

No action taken. Informational item only.

OTHER BUSINESS AND ANNOUNCEMENTS

Mr. Voss said next week's ATP meeting in Baxter will be cut short to allow for MnDOT's Office of Transportation System Management to conduct an open house on the Minnesota State Highway Investment Plan (MnSHIP). This will be from 11 a.m. to noon.

Mr. Eyoh sent Ms. Johnson information on an MPCA grant to assist communities in mitigation climate change. He has asked this email to be shared with the TAC.

ADJOURNMENT

The meeting adjourned at 10:42 a.m.