

AGENDA

APO POLICY BOARD MEETING

THURSDAY, MARCH 14, 2024 - 4:30 P.M.
GREAT RIVER REGIONAL LIBRARY, BREMER ROOM
1300 W ST GERMAIN ST, ST CLOUD, MN 56301

1. Pledge of Allegiance
2. Introductions
3. Approval of Agenda
4. Public Comment Period
5. Approve Consent Agenda Items (*Attachments A – E*)
 - a. Approve Minutes of February 7, 2024 Policy Board Meeting (*Attachment A*)
 - b. Approve Bills Lists (*Attachment B*)
 - c. Approve Publication of the Regional Infrastructure Investment Plan (*Attachment C*)
 - d. Receive Staff Report on Technical Advisory Committee Meeting (*Attachment D*)
 - e. Receive Staff Report on Beltline Workshop (*Attachment E*)
6. Consider Beltline Funding Formulas (*Attachment F*), *Brian Gibson, Executive Director*
 - a. **Suggested Action: Approve Beltline Funding Formula**
7. Consider Regional Greenhouse Gas Emissions Target (*Attachment G*), *James Stapfer, Planning Technician*
 - a. **Suggested Action: Approve Regional Greenhouse Gas Emissions Target**
8. Consider Publication of the Annual Transportation Performance Monitoring Report (*Attachment H*), *James Stapfer, Planning Technician*
9. **Suggested Action: Approve Publication of Annual Transportation Performance Monitoring Report**
10. Consider Publication of the Stakeholder Engagement Plan Annual Report (*Attachment I*) *Alex McKenzie, Associate Planner*
 - a. **Suggested Action: Approve Publication of Stakeholder Engagement Plan Annual Report**
11. Other Business & Announcements
12. Adjournment

English

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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, Amarka Fulinta 12898, Amarka Fulinta 13116 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 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), de la Orden Ejecutiva 12898, de la Orden Ejecutiva 13116 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 al menos siete (7) días antes de la reunión.

SAINT CLOUD AREA PLANNING ORGANIZATION POLICY BOARD
Wednesday, February 7, 2024 – 4:30 PM

A regular meeting of the Saint Cloud Area Planning Organization Policy Board was held on Wednesday, February 7, 2024, at 4:30 PM APO Chair Raeanne Danielowski presided with the following members:

Jake Anderson	City of Saint Cloud
Matt Glaesman	City of Saint Cloud
Dottie Seamans	City of Sauk Rapids
Tim Elness	City of Sartell
Frank Theisen	City of Waite Park
Jared Gapinski	County of Benton
Joe Perske	Stearns County
Mike Kedrowski	Metro Bus
Mayor Rick Schultz	City of St. Joseph

Also in attendance were:

Brian Gibson	Saint Cloud APO
Vicki Johnson	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
Trina Ness	Saint Cloud APO
Mayor Rick Miller	City of Waite Park
Ken Schmitt	City of Waite Park
Mike Lindquist	City of Waite Park
David Murphy	City of St. Joseph
Kevin Kluesner	City of St. Joseph
Nate Keller	City of St. Joseph
Jon Norenberg	City of St. Cloud
Jill Smith	City of Sartell
April Ryan	City of Sartell
Kari Theisen	City of Sartell
Ross Olson	City of Sartell
Steve Heinen	Benton County
Chris Byrd	Benton County
Jodi Teich	Stearns County
Tom Cruikshank	MnDOT
Annie Buckvold	Citizen

Absent:

Mayor Dave Kleis	City of St. Cloud
Jeff Goerger	City of St. Cloud
Jeff Westerlund	LeSauk Township
Ryan Daniel	Metro Bus

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA:

Mr. Anderson motioned to approve the agenda and Mr. Gapinski seconded the motion. Motion carried.

PUBLIC COMMENT PERIOD: No members of the public moved to speak.

CONSIDERATION OF CONSENT AGENDA ITEMS:

- a. Approve Minutes of January 11, 2024, Policy Board Meeting
- b. Approve Bills Lists
- c. Approve Not Waiving Tort Liability Limits
- d. Receive Staff Report on Area Transportation Partnership (ATP-3) Quarterly Meeting
- e. Receive Staff Report on Transportation Advisory Committee Meeting

Ms. Seamans motioned to approve the consent agenda items and Mr. Anderson seconded the motion. Motion carried.

CONSIDER AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS TO THE 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Ms. Johnson presented the FY 2024-2027 TIP Amendments/Modifications requests as well as the public comment for each.

FY 2024-2027 Transportation Improvement Program Amendments/Modifications

- Requests from:
 - Saint Cloud APO (Mississippi River Crossing).
 - Saint Cloud Metro Bus (operating budgets, operations vehicles, facility improvements).
 - WACOSA (replacement vehicles).
 - City of Saint Cloud (EV charging station, 22nd Street S)
 - Sherburne County (CR 65/45th Avenue realignment)
 - Stearns County (CSAH 133)

Mr. Gapinski motioned to approve the FY 2024-2027 Transportation Improvement Program Amendments/Modifications as presented, and Mr. Theisen seconded the motion. Motion carried.

CONSIDER FY 2028 SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP) FUNDING

Ms. Johnson gave an overview of the process, what the funding is for and how it works, how the funding is split for Central Minnesota ATP, FY 2028 Targeted STBGP Funding, how the APO spends their money, the STBGP scoring guidelines and prioritization.

Ms. Johnson then presented the applications received for FY 2028 STBGP Prioritization, and suggested actions made by the Technical Advisory Committee.

STBGP Proposed TAC Recommendations

Applicant	Project Title	Requested Federal Funds	Ranking	Proposed Funding Recommendations
Benton County	CSAH 3 full depth reclamation	\$1,750,000	2	\$1,004,660
Stearns County	CSAH 133 resurfacing	\$960,000	3	\$0
Stearns County	CSAH 1 reconstruction	\$1,500,000	1	\$1,500,000
Total (must equal \$2,504,660)		\$4,210,000		\$2,504,660

Mayor Schultz motioned to Award STBGP Funding and ranking to the projects as laid out by the Technical Advisory Committee. Ms. Seamans seconded the motion. Motion carried.

CONSIDER 2028 TRANSPORTATION ALTERNATIVES (TA) PROJECT PRIORITIZATION

Ms. Johnson gave an overview of what Transportation Alternatives (TA) funding is, what it is used for, how it is split for Central Minnesota, and the role the APO plays in prioritizing the projects.

Ms. Johnson then presented the TA Applications along with the ATAC/TAC Preliminary Scores and Rankings.

ATAC/TAC Preliminary Scores and Rankings

Applicant	Project Title	ATAC Ranking	Priority Point Distribution
City of Saint Cloud	Reconstruction of 22 nd Street S – multimodal components to include 6' wide sidewalk, 6' wide bike lanes.	3	0
City of Saint Cloud	Filling sidewalk gaps on 13 th Street S from 11 th Avenue S to Ninth Avenue S. Installation of a pedestrian activated crossing at the intersection of 13 th Street S and Ninth Avenue S.	1	10
City of Sauk Rapids	Construction of a sidewalk extension across dual set of railroad tracks adjacent to Second Avenue S and Benton Drive South.	2	5
City of Sauk Rapids	Installing pedestrian crosswalk flasher system along CSAH 3 at the intersections of Sixth Avenue N and Summit Avenue N.	5	0
City of Sartell	Installation of a shared use path along Pinecone Road from 15 th Street S to Roberts Road. This project will also include a push button flasher system at the intersection of Roberts Road and Pinecone Road S.	6	0
City of Saint Joseph	Construct a shared used path and crosswalk connecting the Lake Wobegon Trail Head to existing network; Sidewalk construction along College Avenue; Sidewalk/crosswalk construction various locations along Second Avenue NW and W Ash Street	4	0

Mr. Theisen motioned to approve the distribution of the TA prioritization as well as approval of the final ranking as set forth by the Technical Advisory Committee. Mr. Gapinski seconded the motion. Motion carried.

OTHER BUSINESS & ANNOUNCEMENTS:

ADJOURNMENT:

Mr. Anderson motioned to adjourn the meeting and Ms. Seamans seconded the motion. Motion carried.

The meeting was adjourned at 5:11 PM.

ST. CLOUD AREA PLANNING ORGANIZATION

Transaction List by Vendor

February 2024

DATE	TRANSACTION TYPE	NUM	POSTING	MEMO/DESCRIPTION	ACCOUNT	AMOUNT
Abdo Financial Solutions						
02/01/2024	Bill	483054	Yes		2000 Accounts Payable	4,642.16
Adobe Creative Cloud						
02/08/2024	Bill	2677486485	Yes		2000 Accounts Payable	59.99
02/11/2024	Bill	2680068586	Yes		2000 Accounts Payable	54.99
02/21/2024	Bill	2683722992	Yes		2000 Accounts Payable	21.51
AFLAC						
02/05/2024	Bill	811369	Yes		2000 Accounts Payable	1,098.42
BCBS of MN						
02/02/2024	Bill	240202194221	Yes		2000 Accounts Payable	4,195.43
Coborns						
02/07/2024	Bill	2584945	Yes		2000 Accounts Payable	152.98
David Turch & Associates						
02/13/2024	Bill	December	Yes		2000 Accounts Payable	8,000.00
Delta Dental						
02/13/2024	Bill	RIS0005526519	Yes		2000 Accounts Payable	299.62
Loffler Companies						
02/19/2024	Bill	4616900	Yes		2000 Accounts Payable	90.79
Mailchimp.com						
02/02/2024	Bill	MC18896993	Yes		2000 Accounts Payable	20.00
Metro Sales Inc						
02/06/2024	Bill	CW2194	Yes		2000 Accounts Payable	1,078.15
MN APA						
02/09/2024	Bill	8168722	Yes		2000 Accounts Payable	785.00
02/12/2024	Bill	8171019	Yes		2000 Accounts Payable	785.00
Office Depot						
02/29/2024	Bill	356090338-001	Yes		2000 Accounts Payable	37.12
Principal Mutual Life Insurance						
02/01/2024	Bill	02012024	Yes		2000 Accounts Payable	271.56

ST. CLOUD AREA PLANNING ORGANIZATION

Transaction List by Vendor

February 2024

DATE	TRANSACTION TYPE	NUM	POSTING	MEMO/DESCRIPTION	ACCOUNT	AMOUNT
Sams Club						
02/08/2024	Bill	28272293	Yes		2000 Accounts Payable	45.00
Stearns Electric Association						
02/05/2024	Bill	1763	Yes		2000 Accounts Payable	189.30
Weisman Cleaning Inc						
02/22/2024	Bill	6809	Yes		2000 Accounts Payable	150.00
Xcel Energy						
02/07/2024	Bill	864153925	Yes		2000 Accounts Payable	235.36



SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: 2024-2028 Regional Infrastructure Investment Plan (RIIP)
DATE: Feb. 29, 2024

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 MnDOT District 3 and members jurisdictions that fall within the APO's planning area along with 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)."¹

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

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

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 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.

To view the final draft of the 2024-2028 RIIP, please follow the [attached link](https://tinyurl.com/52uvzyz7): (<https://tinyurl.com/52uvzyz7>). Projects programmed into CIPs that have been approved by their respective jurisdictions. Any changes to these documents after the initial approval by the governing body have not been included in the RIIP.

At the Feb. 29, 2024, Technical Advisory Committee (TAC) meeting, TAC representatives voted to recommend Policy Board approval to publish the 2024-2028 RIIP.

Suggested Action: Approval to publish.



SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: Staff report of the Feb. 29, 2024, Technical Advisory Committee Meeting
DATE: Feb. 29, 2024

The Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) held a regular meeting on Thursday, Feb. 29, 2024. At that meeting, the following topics were discussed:

1. Consideration of the 2025 APO Greenhouse Gas (GHG) Emissions Target
 - a. APO Transportation Planning Technician James Stapfer provided a summary of the Federal requirement regarding state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) adopting a greenhouse gas (GHG) emissions target. He stated states must establish a decline two-year and four-year target. MPOs like the APO must establish a declining four-year target. He stated the Minnesota Department of Transportation (MnDOT) is seeking to adopt a policy target to decrease GHG emissions statewide by 22% by 2025 to align with the Statewide Multimodal Transportation Plan (SMTP). This target is a placeholder target until the state can develop a more data-driven target that will need to be set by Oct. 1, 2024. Since the state adopted this 22% reduction in GHG emissions target on Feb. 1, 2024, the APO has 180 days to either adopt the state's target or develop our own target. TAC representatives recommended the APO Policy Board adopt the state's GHG emissions target.
2. Consideration of the 2023 Stakeholder Engagement Plan (SEP) Annual Report
 - a. APO Associate Transportation Planner Alex McKenzie provided an overview of public engagement activities APO staff participated in during calendar year 2023 as part of the APO's Stakeholder Engagement Plan (SEP) Annual Report. Mr. McKenzie provided an overview of the numbers of meetings held by APO staff or by hired consultants, as well as reviewed other means APO staff engaged the public. Mr. McKenzie also provided an overview of the population demographic characteristics reached with APO public engagement efforts as well as recommendations for APO staff on how to improve public engagement for calendar year 2024. TAC representatives recommended APO Policy Board approval to publish the 2023 SEP Annual Report.
3. Consideration of the 2022 Transportation Performance Monitoring Report (TPMR)
 - a. Mr. Stapfer provided a detailed look at the transportation data collected by APO staff and compiled as part of the annual Transportation Performance Monitoring Report (TPMR). Mr. Stapfer reviewed information regarding safety, reliability, pavement and bridge condition, transit

performance, unemployment rate, and electric vehicle infrastructure. All of this data was from 2022 – given the delay in acquiring 2023 data from a variety of sources. TAC representatives recommended APO Policy Board approval to publish the 2022 TPMR.

4. Consideration of the 2024-2028 Regional Infrastructure Investment Plan (RIIP)
 - a. APO Senior Transportation Planner Vicki Johnson provided a summary of the Regional Infrastructure Investment Plan (RIIP). This document is a compilation of transportation projects that will be occurring across the planning area that were identified in individual capital improvement plans. The projects listed in the RIIP include federally funded projects that are included in the APO's mandated Transportation Improvement Program. The 2024-2028 RIIP includes projects slated to occur during those construction years as well as a look back at the 2023 construction season to document if projects were completed. In addition, the 2023 look back also documents a budget to actual cost comparison. TAC representatives recommended Policy Board approval to publish the 2024-2028 RIIP.

In addition to regular business, one member of the public addressed the TAC at the beginning of the meeting regarding concerns surrounding 322nd Street in Saint Cloud.

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 Policy Board
FROM: Brian Gibson, Executive Director
RE: Staff Report on Beltline Workshop
DATE: March 1, 2024

The APO held an informational workshop regarding the beltline project. Executive Director Gibson summarized the origins of the project, progress made so far, and the expected future benefits of the project.

The questions posed to the workshop participants were:

1. Is the beltline still our goal?
2. Should APO staff include the bridge environmental work (CSAH 75 to US 10) in the 2025 APO budget?
 - a. If so, how should the local match be paid?
3. How should the APO handle other parts of the beltline going forward?

Some general outcomes of the workshop were:

- There was no disagreement that the beltline was still our regional goal. Several participants spoke favorably about it.
- It was noted that part of the problem with the 2024 APO budget was the timing. The APO had requested a significant increase in its budget to cover the cost of the bridge environmental work when the cities and counties had already completed their budgeting process.
- It was suggested that the APO staff explore other potential funding methods rather than a simple per capita assessment for the local match.
- The possibility was discussed that going forward, the planning and environmental review for beltline projects be a region-wide shared cost, while final design, right-of-way acquisition, and construction would fall solely on the individual jurisdiction responsible for construction.
- All of these items will be further discussed with the Policy Board, who will make the final decisions.

Suggested Action: None, informational.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud APO Policy Board
FROM: Brian Gibson, Executive Director
RE: Potential Beltline Funding Formulas
DATE: March 1, 2024

There are two questions to address:

1. For which parts of the project development process should costs be shared, and,
2. How should shared-costs be divided among the jurisdictions?

At the February Beltline workshop, it was clear that the normal APO cost distribution formula (i.e., based on population) was not acceptable to some jurisdictions for at least some parts of the beltline development process. APO staff committed to developing a variety of possible alternative formulas, which are shown later in this memo.

Shared vs. Individual Costs

First, you will recall that the development process occurs in several distinct steps:

1. Planning and concept development
2. Environmental review
3. Final design
4. Right-of-way acquisition
5. Construction

At the workshop it was suggested that Steps 1 and 2 should be shared-costs, but steps 3-5 should be the responsibility of the individual jurisdiction(s) which is(are) constructing the project. But there was not unanimous consent about that possibility. The Board should discuss this further and reach a consensus on it.

Potential Funding Formulas

Using the environmental review for the 33rd Street Mississippi River bridge corridor as an example and using the regular (per capita) APO cost-sharing formula as a starting point we have:

Standard Formula

Base APO Formula		
Member		%
St. Cloud	\$90,803.17	45.40%
St. Joseph	\$9,282.11	4.64%
Sartell	\$26,008.69	13.00%
Sauk Rapids	\$18,159.50	9.08%
Waite Park	\$11,327.64	5.66%
LeSauk TWP	\$1,641.41	0.82%
Benton County	\$9,151.43	4.58%
Sherburne County	\$3,799.97	1.90%
Stearns County	\$26,092.05	13.05%
Metro Bus	\$3,734.05	1.87%
Total	\$200,000.00	100.00%

First, we explore the possibility of the implementing jurisdiction(s) paying a set percentage of the overall costs.

If 65% of the costs were to be paid by the relevant jurisdictions, the costs would break out like this:

65% Formula				
Member		Individual %	Grouped Percent	Difference from Base
St. Cloud	\$124,778.23	62.39%	65.00%	\$33,975.06
Sherburne County	\$5,221.77	2.61%		\$1,421.80
St. Joseph	\$6,164.77	3.08%	35.00%	-\$3,117.34
Sartell	\$17,273.84	8.64%		-\$8,734.85
Sauk Rapids	\$12,060.75	6.03%		-\$6,098.75
Waite Park	\$7,523.32	3.76%		-\$3,804.32
LeSauk TWP	\$1,090.15	0.55%		-\$551.26
Benton County	\$6,077.98	3.04%		-\$3,073.45
Stearns County	\$17,329.20	8.66%		-\$8,762.85
Metro Bus	\$2,479.99	1.24%		-\$1,254.06
Total	\$200,000.00	100.00%	100.00%	\$0.00

If we increased the responsibility of relevant jurisdictions to 80%, the costs would look like this:

80% Formula				
Member		Individual %	Grouped Percent	Difference from Base
St. Cloud	\$153,573.21	76.79%	80.00%	\$62,770.04
Sherburne County	\$6,426.79	3.21%		\$2,626.83
St. Joseph	\$3,522.73	1.76%	20.00%	-\$5,759.38
Sartell	\$9,870.76	4.94%		-\$16,137.93
Sauk Rapids	\$6,891.86	3.45%		-\$11,267.64
Waite Park	\$4,299.04	2.15%		-\$7,028.60
LeSauk TWP	\$622.94	0.31%		-\$1,018.46
Benton County	\$3,473.13	1.74%		-\$5,678.30
Stearns County	\$9,902.40	4.95%		-\$16,189.65
Metro Bus	\$1,417.14	0.71%		-\$2,316.91
Total	\$200,000.00	100.00%		100.00%

Another possibility discussed was dividing costs based on the length of the beltline within each jurisdiction.

There are two ways to consider this. The first is to consider only municipal boundaries. In other words, for purposes of this formula, it does not matter who is responsible for maintaining the roadway. If a segment of the beltline falls within a jurisdiction's boundaries, then that segment is attributed to them.

Location Formula				
Member		Individual %	Grouped Percent	Difference from Base
St. Cloud	\$61,069.67	30.53%	32.15%	-\$29,733.50
Sherburne County	\$3,236.73	1.62%		-\$563.24
St. Joseph	\$22,656.18	11.33%	67.85%	\$13,374.07
Sartell	\$20,306.84	10.15%		-\$5,701.85
Sauk Rapids	\$8,529.78	4.26%		-\$9,629.72
Waite Park	\$25,924.36	12.96%		\$14,596.72
LeSauk TWP	\$6,065.94	3.03%		\$4,424.53
Benton County	\$42,950.74	21.48%		\$33,799.31
Stearns County	\$9,259.77	4.63%		-\$16,832.28
Metro Bus	\$0.00	0.00%		-\$3,734.05
Total	\$200,000.00	100.00%		100.00%

In this illustration I attributed the beltline in Haven Township to the City of St. Cloud based on the orderly annexation agreement. But if it were attributed to Sherburne County it would not impact the amounts paid by the bottom nine jurisdictions.

The other way to consider the length of the beltline is to consider who is responsible for operating and maintaining the roadway.

Ownership Formula				
Member		Individual %	Grouped Percent	Difference from Base
St. Cloud	\$57,188.36	28.59%	30.21%	-\$33,614.81
Sherburne County	\$3,236.73	1.62%		-\$563.24
St. Joseph	\$8,754.72	4.38%		-\$527.38
Sartell	\$0.00	0.00%	69.79%	-\$26,008.69
Sauk Rapids	\$0.00	0.00%		-\$18,159.50
Waite Park	\$25,359.66	12.68%		\$14,032.02
LeSauk TWP	\$0.00	0.00%		-\$1,641.41
Benton County	\$59,570.07	29.79%		\$50,418.64
Stearns County	\$45,890.46	22.95%		\$19,798.41
Metro Bus	\$0.00	0.00%		-\$3,734.05
Total	\$200,000.00	100.00%		100.00%

As you can see, under this formula some jurisdictions would pay nothing. All of the beltline within the city of Sartell, for example, is actually maintained by Stearns County, so that portion of the beltline is attributed to Stearns County.

Recommended Action: Decide which costs should be shared and approve a cost-sharing formula.



SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568

F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: James Stapfer, Planning Technician
RE: Consideration of 2025 GHG Reduction Targets
DATE: March 1, 2024

The Minnesota Department of Transportation has established an initial GHG reduction target for the 2022-2025 performance period (the target represents a decrease in on-road tailpipe CO₂ emissions on NHS facilities between CY 2022 and CY 2025).

February 1, 2024, is the establishment date for this new target, which is the date MnDOT submitted the State Initial GHG Report to the FHWA. MPOs have 180 days from the establishment date of February 1, 2024, to support this state target, or to establish a target for your Metropolitan Planning Area.

Performance Measures	Two-Year 2023 Target	Four-Year 2025 Target
Percent change in tailpipe CO₂ emissions on the NHS, compared to the reference year – (Calendar Year 2022)	NA	-22.0%

MnDOT has set a policy-based target aligned with the SMTP GHG measure target. This target is a 30% reduction in GHG from 2005 by 2025 in the transportation sector, then reducing to net zero by 2050. The 22% reduction is a proportional representation of the reduction still needed between 2022 and 2025 to reduce tailpipe emissions on the NHS by 30% from 2005 to 2025.

MnDOT has further plans to update the target to an estimated expected outcome as soon as possible. MnDOT is advancing work on this and expected that to be possible by the October 1, 2024, opportunity to revise this target. At which point with current capabilities the APO will likely elect to also revise this target to support MnDOT.

At the Feb. 29, 2024, Technical Advisory Committee (TAC) meeting, TAC representatives voted to recommend Policy Board approval to support the State's 2025 greenhouse gas reduction target.

Suggested Action Today:

1. Approval to support the State's 2025 greenhouse gas reduction target.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: James Stapfer, Planning Technician
RE: 2022 Transportation Performance Monitoring Report
DATE: March 1, 2024

The Transportation Performance Monitoring Report includes a set of performance measures that will track the region's progress towards 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.

The full 2022 Transportation Performance Monitoring Report can be found at <http://stcloudapo.org/wp-content/uploads/2024/03/tpmr2022-WATERMARKED.pdf>.

At the Feb. 29, 2024, Technical Advisory Committee (TAC) meeting, TAC representatives voted to recommend Policy Board approval to publish the 2022 transportation performance monitoring report.

Suggested Action: Approve publication of the annual transportation performance monitoring report.



SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Alex McKenzie, Associate Transportation Planner
RE: 2023 Stakeholder Engagement Plan Annual Report
DATE: March 4, 2024

The Annual Stakeholder Engagement Plan (SEP) serves as our roadmap, guiding APO staff, advisory committees, and decision-makers on how to engage with the community. Our goal is to provide every community member with an equal and equitable opportunity to participate in the planning process.

The APO has developed three specific goals when it comes to getting the community involved in the regional transportation planning process:

- 1. Opportunities for Involvement.** We strive to offer early, accessible, and continuous opportunities for public involvement, embracing diversity among stakeholders.
- 2. Access to Information.** We are committed to providing reasonable public access to technical and policy information used in planning and project development.
- 3. Review of Materials.** Ensuring transparency, we provide sufficient time for the community to review materials and offer comments before plan adoption.

To assess our progress, APO staff conducts an annual evaluation, measuring the effectiveness of policies and practices around public involvement. The 2023 SEP Annual Report serves as a public engagement evaluation tool.

Chapter 1 of this report begins with an introduction to the APO's role and significance in the region. *Chapter 2* outlines various techniques APO staff used to engage and inform members of the public on regional transportation planning and programming processes. *Chapter 3* gives a detailed insight into various outreach activities employed by APO staff and consultants in 2023, from meetings and events to online surveys and social media engagement. Emphasizing the importance of inclusivity, the report dives into using demographic data in outreach efforts to ensure representation from a diverse community. Recognizing the commitment to obtaining feedback from participants, the APO asked for advice through a survey on how to improve APO-sponsored events and activities. *Chapter 4* provides insight into the social media platforms employed by the APO to connect with the public. In *Chapter 5*, the staff conducts a self-evaluation, explicitly discussing their efforts to engage people with limited English proficiency. The *last chapter* explores a two-fold approach, reviewing past recommendations and proposing new strategies that will help engage the public more effectively.

To review the document in its entirety, visit this link: <http://stcloudapo.org/wp-content/uploads/2024/03/1.-2023-SEP-Annual-Report-WATERMARKED.pdf>

Suggested Action: Recommend approval of the 2023 Stakeholder Engagement Plan Annual Report.