

**SAINT CLOUD AREA PLANNING ORGANIZATION TECHNICAL ADVISORY  
COMMITTEE (TAC) MEETING  
Thursday, Feb. 29 @ 10 a.m.**

A meeting of the Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) was held at 10 a.m. Thursday, Feb. 29, 2024. Senior Transportation Planner Vicki Johnson presided with the following people in attendance:

Voting Members:

|                   |                       |
|-------------------|-----------------------|
| Matt Glaesman     | City of Saint Cloud   |
| Zac Borgerding    | City of Saint Cloud   |
| Michael Kedrowski | Saint Cloud Metro Bus |
| Chris Byrd        | Benton County         |
| Jodi Teich        | Stearns County        |
| Andrew Witter     | Sherburne County      |
| Kari Theisen      | City of Sartell       |
| Randy Sabart      | City of Saint Joseph  |
| Steve Voss        | MnDOT District 3      |
| Todd Schultz      | City of Sauk Rapids   |

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 Assistant |

Online Attendees:

|               |                                |
|---------------|--------------------------------|
| Erika Shepard | MnDOT MPO Coordinator          |
| Josh Pearson  | Federal Highway Administration |
| Jeff Lenz     | MnDOT District 3               |

Members of the Public:

Frank Kundrat

Introductions were made.

**PUBLIC COMMENT PERIOD**

Mr. Kundrat spoke regarding the issues and potential dangers he believes exist on 322<sup>nd</sup> Street in Saint Cloud.

**CONSIDERATION OF CONSENT AGENDA**

- a. Approve minutes of the Feb. 1, 2024, TAC meeting.

- b. Receive staff report of the Jan. 25, 2024, Central Minnesota Area Transportation Partnership (ATP-3) Meeting.
- c. Receive staff report of the Feb. 7, 2024, Policy Board meeting.
- d. Receive staff report of the Feb. 7, 2024, Urban Beltline workshop.

*Ms. Theisen made a motion to approve the Consent Agenda Items (a) through (c) but amend Item (d) the Staff Report on the Beltline Workshop, to add a bullet point stating, "All of these items will be further discussed with the Policy Board, who will make the final decisions." Mr. Glaesman seconded the motion. Motion carried. Mr. Schultz abstained.*

### **CONSIDERATION OF 2025 APO GREENHOUSE GAS (GHG) EMISSIONS TARGET**

Mr. Stapfer informed the TAC that the Minnesota Department of Transportation (MnDOT) has established an initial greenhouse gas (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.

According to Mr. Stapfer, MnDOT has established a GHG reduction target of a 22% decrease in CO2 emissions on the NHS facilities by 2025. This target is a policy-based target and was developed to align with the GHG emissions reduction target outlined in the Statewide Multimodal Transportation Plan (SMTP). MnDOT has stated they plan to revise this target by Oct. 1, 2024, to be more data driven versus policy driven.

The APO has 180 days from the adoption of the state GHG reduction target to either support the state target or develop our own target. If the state chooses to adopt a new target by the Oct. 1 deadline, the APO would again have 180 days from the adoption of the state's target to either support the state or develop our own.

TAC representatives voiced concerns about the target and the implications that supporting the state's target would have on the local system. APO staff indicated they are waiting on additional guidance from MnDOT in terms of data sources available at the MPO level if developing a GHG reduction target would be possible at the MPO level. Staff did state this target will essentially be a placeholder until MnDOT updates its target. We cannot wait until after Oct. 1 due to that being past the 180 days mark the APO has to adopt the state target or set its own.

*Ms. Teich made a Motion to recommend the Policy Board to support the State's 2025 greenhouse gas reduction target. Ms. Theisen seconded the Motion. Motion carried.*

### **CONSIDERATION OF THE 2023 STAKEHOLDER ENGAGEMENT PLAN (SEP) ANNUAL REPORT**

Mr. McKenzie presented the Stakeholder Engagement Plan Annual Report for 2023, which serves as our roadmap, guiding APO staff, advisory committees, and decision-makers on how to engage with the community. The Annual Report also measures the effectiveness of policies and practices around public involvement.

Mr. McKenzie reviewed the APO led public events, social media posts, the quarterly newsletter, and APO sponsored public events for the previous year.

*Ms. Teich made a Motion to recommend Policy Board approval of the 2023 Stakeholder Engagement Plan Annual Report. Mr. Schultz seconded the Motion. Motion carried.*

### **CONSIDERATION OF THE 2022 TRANSPORTATION PERFORMANCE MONITORING REPORT (TPMR)**

Mr. Stapfer presented the 2022 Transportation Performance Monitoring Report which includes a set of performance measures that will track the region's progress towards achievement of transportation goals. It also provides an annual look at various aspects of the transportation system, benchmarking to evaluate progress, and to evaluate how the network is operating. Its goal is to improve investment accountability and transparency and better inform transportation decisions.

Mr. Stapfer discussed various sections of the TPMR including providing an overview of safety data, pavement condition, travel time reliability, and transit information.

*Mr. Byrd made a Motion to recommend Policy Board approval of the 2022 Transportation Performance Monitoring Report. Mr. Voss seconded the Motion. Motion carried.*

### **CONSIDERATION OF THE 2024-2028 REGIONAL INFRASTRUCTURE INVESTMENT PLAN (RIIP)**

Ms. Johnson presented the 2024-2028 Regional Infrastructure Investment Plan (RIIP). The RIIP was developed to address the Federal requirements of including "regionally significant" projects within the APO's TIP. The RIIP identifies proposed improvement projects from across the MPA regardless of the funding source. The RIIP is composed of approved jurisdictional Capital Improvement Programs (CIPs). The purpose of the RIIP is to meet the transparency intent of Federal regulations surrounding regionally significant transportation projects, and to better facilitate interjurisdictional coordination of project development and construction.

*Mr. Schultz made a Motion to recommend Policy Board approval to publish the 2024-2028 Regional Infrastructure Investment Plan (RIIP). Mr. Byrd seconded the Motion. Motion carried.*

### **OTHER BUSINESS AND ANNOUNCEMENTS**

- Reminder has been sent for TIP financials and Annual Listing of Obligated Projects (ALOP).
- CRP solicitation will be released soon.

## **ADJOURNMENT**

The meeting adjourned at 11:25 a.m.