

SAINT CLOUD AREA PLANNING ORGANIZATION POLICY BOARD
Thursday, November 14, 2024 – 4:30 PM

A regular meeting of the Saint Cloud Area Planning Organization Policy Board was held on Thursday, November 14, 2024, at 4:30 p.m. APO Chair Raeanne Danielowski presided with the following members:

Jake Anderson	City of Saint Cloud
Mike Conway	City of Saint Cloud (Alternate for Mayor Kleis)
Tim Elness	City of Sartell
Nick Sauer	City of Sauk Rapids (Alternate for Dottie Seamans)
Frank Theisen	City of Waite Park (Alternate for Rick Miller)
Michael Kedrowski	Metro Bus (Alternate for Ryan Daniel)
Jared Gapinski	Benton County
Joe Perske	Stearns County
Josh Bentley	Le Sauk Township (Alternate for Jeff Westerlund)

Also in attendance were:

Brian Gibson	Saint Cloud APO
Vicki Johnson	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
Trina Ness	Saint Cloud APO

Absent:

Rick Schultz	City of Saint Joseph
Jeff Goerger	City of Saint Cloud

- 1. PLEDGE OF ALLEGIANCE**
- 2. INTRODUCTIONS**
- 3. APPROVAL OF AGENDA:**

Mr. Conway motioned to approve the agenda. Mr. Theisen seconded the motion. Motion carried.

- 4. PUBLIC COMMENT PERIOD:** There were no members of the public present.
- 5. CONSIDERATION OF CONSENT AGENDA ITEMS:**
 - a. Approve Minutes of October 10, 2024, Policy Board Meeting
 - b. Approve Updated Bill's List for October
 - c. Receive Staff Report on Technical Advisory Committee Meeting (TAC)
 - d. Receive Staff Report on Meeting of the Area Transportation Partnership (ATP-3)
 - e. Receive Q3 Financial Report

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

6. CONSIDERATION OF THE FY 2026-2029 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECTS

Ms. Johnson provided a review of the Highway Safety Improvement Program (HSIP) federal formula program. The goal of the HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads and roads on tribal lands. This funding source requires a 10% local match with a maximum cap for a project being \$750,000 per location. She stated that the 2026-2029 HSIP solicitation kicked off in early September by MnDOT's Office of Traffic Engineering (OTE). Applications are due to OTE by no later than Wednesday, Nov. 27, 2024.

HSIP projects occurring within the APO's planning area must be reviewed by the APO's TAC and Policy Board prior to being submitted for funding consideration. All proactive/data driven projects will receive equal prioritization. All reactive projects will be subject to discussion based preliminary rankings by the TAC with final rankings/prioritization being handled at the Policy Board level.

Stearns County has indicated their intent to apply for this solicitation with the following projects:

- Proactive/Data-Driven: Installation of rural intersection lighting at several locations throughout the county including the following intersections within the APO's planning area: MN 15 at CSAH 74 and CSAH 6 at CSAH 74.
- Proactive/Data-Driven: Ground-in wet reflective edge lines throughout the county including the following roadways within the APO's planning area:
 - CSAH 4 between CSAH 3 and CSAH 2.
 - CSAH 3 between Norway Road and northern county line.
 - CSAH 47 from MN 23 to MN 15.
 - CSAH 8 from MN 23 to MN 15.

Mr. Sauer motioned to approve the FY 2026-2029 Highway Safety Improvement Projects. Mr. Theisen seconded the motion. Motion carried.

7. CONSIDER COST-SHARING AGREEMENT FOR FUTURE BELTLINE PROJECTS

Mr. Gibson reminded the Policy Board that they had asked APO staff to solicit a recommendation from the TAC. He presented the TAC's recommendations regarding the future beltline roadway project cost-sharing agreement. The key questions were:

1. Which part of the project development process would be cost-shared regionally, and
2. How would the cost-sharing be distributed among the APO members?

Mr. Gibson revisited the discussion and considerations from the TAC at their August 28, 2024, meeting as well as the discussion from the October 10, 2024, Policy Board meeting.

1. The cost of the planning phase of any beltline project should be cost-shared among the jurisdictions according to the normal APO cost distribution formula, as usual.
2. When Federal or State funds are being used for a Tier 1 Environmental Impact Statement (EIS), the local-match costs should be shared among the jurisdictions, with the implementing jurisdiction paying 50% of the local match, and the other 50% being distributed among the jurisdictions according to the normal APO cost distribution formula.
3. Tier 2 EISs and all other aspects of project development should be the sole responsibility of the implementing jurisdiction.

Mr. Gibson gave definitions for the TIER 1 and TIER 2 Environmental Impact Statements (EIS).

After much discussion the Board decided to table this item until March 2025, after the new councils and boards have been seated and can make a recommendation.

8. OTHER BUSINESS & ANNOUNCEMENTS

- Mr. Perske was awarded the Transportation Advocate award from the Transportation Alliance
- Mr. Perske believes it would be beneficial to have Fay Simer, Corridor Planning Director at MnDOT, attend one of our future meetings.
- MPO 101 Classes for incoming Policy Board members.
- Mississippi Bridge Proposal - MnDOT has been in preservation mode and unless we get an organization planning a process, the project won't be moved forward.
- Washington D.C. Trip/Topics were discussed:
 - Reauthorization Bill
 - Advocate for River Crossing
 - MN Hwy 15 & MN Hwy 23 Improvement
 - US 10 Improvements
 - St. Cloud Airport aviation workforce development program in conjunction with SCTCC
 - Passenger rail/Transportation & Housing

9. ADJOURNMENT:

Mr. Gapinski motioned to adjourn the meeting. Mr. Anderson seconded the motion. Motion carried.

The meeting was adjourned at 5:05 p.m.