

**SAINT CLOUD AREA PLANNING ORGANIZATION POLICY BOARD**  
**Thursday, May 8, 2025 – 4:30 PM**

A regular meeting of the Saint Cloud Area Planning Organization Policy Board was held on Thursday, May 8, 2025, at 4:30 p.m. Chair Jared Gapinski presided with the following members present:

Mayor Jake Anderson	City of Saint Cloud
Mike Conway	City of Saint Cloud
Scott Brodeen	City of Saint Cloud
Tim Elness	City of Sartell
Dottie Seamans	City of Sauk Rapids
Frank Theisen	City of Waite Park
Michael Kedrowski	Metro Bus (Alternate for Ryan Daniel)
Mayor Adam Scepaniak	City of St. Joseph
Joe Perske	Stearns County
Raeanne Danielowski	Sherburne County
Jeff Westerlund	Le Sauk Township

Also in attendance were:

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

**1. PLEDGE OF ALLEGIANCE**

**2. INTRODUCTIONS**

**3. APPROVAL OF AGENDA:**

***Mr. Theisen made a motion to approve the agenda. Mr. Conway seconded the motion. Motion carried.***

**4. PUBLIC COMMENT PERIOD:**

No members of the public were present.

**5. CONSIDERATION OF CONSENT AGENDA ITEMS:**

- a. Approve Minutes of April 10, 2025, Policy Board Meeting
- b. Approve April Bills Lists
- c. Approve Transportation Improvement Program (TIP) amendments and modifications
- d. Receive 2024 Budget-to-Actual Information
- e. Receive Staff Report of April 3, 2025, Meeting of the Area Transportation Partnership for the 3rd District (ATP-3)

- f. Receive Staff Report of April 24, 2025, Meeting of the Technical Advisory Committee (TAC)

***Ms. Seamans made a motion to approve the consent agenda items. Mr. Theisen seconded the motion. Motion carried.***

## **6. RECEIVE 2024 BUDGET-TO-ACTUAL REPORT**

APO Executive Director Brian Gibson presented the 2024 budget-to-actual expenditures. He stated he finds it useful for budgeting purposes to look at the financial expenditures in terms of the actual budget for specific line items in our Unified Planning Work Program. In 2024, we budgeted \$1,080,250 and expended \$1,007,233. Overall, we expended 93.2% of our budget. Importantly, we expended 100% of our Federal planning grant, which has been a long-time request from MnDOT.

## **7. RECEIVE FUTURE ARTERIALS & COLLECTORS STUDY**

APO Executive Director Brian Gibson gave a presentation on Functional classification, which is a basic concept that divides roadways into classes based on how they operate. The roadway functional classifications are:

- Local
- Collectors
  - Major
  - Minor
- Arterials
  - Principal
  - Minor
- Other Freeways
- Interstate Highway

Local roadways provide the most access to adjacent property and generally have the lowest posted speed limits. Collectors are roadways that collect local traffic and funnel it to Arterials.

Collectors tend to have more restrictive access control than Local roadways and slightly higher speed limits. There are Minor Collectors and Major Collectors, the difference primarily being how much traffic they carry. Arterials have the highest posted speed limits, the most restrictive access control, and accommodate the longest trips in the region. Arterials are sub-divided into Principal Arterials and Minor Arterials. County Roads tend to end up becoming urban Collectors and Arterials because they tend to be long, continuous roadways that already exist.

Bolton & Menk reviewed the existing Collectors and Arterials to help determine if the roadways were actually operating according to their current classification or if the roadway classification should be changed. Last month, the Board reviewed and approved 21

different functional classification changes which Mr. Gibson said he was in the process of submitting to MnDOT for their review and approval.

Bolton & Menk's second task was to consider potential future functional classifications. In other words, an existing roadway may be a quiet country road now, but in 20, 30, or 50 years, the region may need it to function as an Arterial. It is important to know this now, so that decisions can be made to preserve right-of-way and control access (i.e., limiting intersections) so that the road can safely carry high traffic volumes at high speeds in the future. How do we know where we will need an Arterial or Collector? It's mostly a matter of spacing. Decades of research and practice has shown that urban areas operate most efficiently where there is an Arterial roadway about every 1 – 1.5 miles, with Collectors about halfway between the Arterials.

This information was presented to the Board to help guide its decision-making and to help preserve both right-of-way and access control for the corridors that will be important to future mobility in the region.

## **7. OTHER BUSINESS & ANNOUNCEMENT**

- Ms. Johnson announced Active Transportation Infrastructure Solicitation State Awards received in our area.
- Mr. Perske discussed the Stearns County Board of Commissioners addressing the vacant seat due to Commissioner Lenzmeier's retirement.
- Mr. Perske asked if there were any updates on the Holcim gravel mining proposal.
- Mr. Perske stated the APO Board should start discussing the trip to Washington D.C., the dates and funding requests, as well he added that Mr. Anderson should join them this year to assist with networking for the city of Saint Cloud.
- Ms. Seamans asked how the jurisdictions are doing regarding getting the cost-sharing agreement passed through their councils and boards.

## **8. ADJOURNMENT:**

***Mr. Westerlund made a motion to adjourn the meeting. Mr. Anderson seconded the Motion. Motion carried.***

Mr. Gapinski adjourned the meeting at 5:13 p.m.