

SAINT CLOUD AREA PLANNING ORGANIZATION POLICY BOARD
Thursday, Aug 11, 2022 – 4:30 p.m.

A regular meeting of the Saint Cloud Area Planning Organization Policy Board was held on Thursday, August 11 at 4:30 p.m. APO Chair Joe Perske presided with the following members:

Raeanne Danielowski	Sherburne County
Michael Kedrowski	Metro Bus
Carol Lewis	City of Saint Cloud
Jared Gapinski	Benton County
Paul Brandmire	City of Saint Cloud
Tim Elness	Sartell
Jeff Goerger	City of Saint Cloud
Rick Schultz	Saint Joseph
Rick Miller	Waite Park

Also in attendance were:

Brian Gibson	Saint Cloud APO
Vicki Johnson	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
Amber Blattner	Saint Cloud APO
Philip Schaffner	MnDOT
Chris Berrens	MnDOT

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA:

Ms. Schultz motioned to approve the agenda, and Mr. Miller seconded the motion. Motion carried.

PUBLIC COMMENT PERIOD: No members of the public were in attendance.

CONSIDERATION OF CONSENT AGENDA ITEMS:

- a. Approve Minutes of June 9, 2022 Policy Board Meeting (Attachment A)
- b. Approve Bills Lists for June, July, August, and September (Attachments B1 – B3)
- c. Receive Staff Report of July 28th Meeting of the Technical Advisory Committee (Attachment C)
- d. Receive staff report of the Area Transportation Partnership Meeting (Attachment D)

Mr. Goerger motioned to approve the consent agenda items and Mr. Gapinski seconded the motion. Motion carried.

Minnesota State Highway Investment Plan (MnSHIP)

Mr. Schaffner summarized the 20-year State Highway Investment Plan. The plan is updated every five years. The 20-year State Highway Investment Plan directs capital funding on the 11,703 miles of state highways, budgets for estimated funding for over 20 years, and identifies investments by categories but is not project specific. Mr. Schaffner summarized the history of highways and how they have changed over the last 100 years. MnSHIP revenues include gas tax, registration and bond fees, motor vehicle sales tax, and general funds transfers. It is estimated from 2023 – 2042 \$30-33 billion dollars will be collected but it is forecasted that \$52-57 billion will be needed. MnDOT is projecting a funding gap of \$19-27 billion. A minimum of \$23.5 billion is needed to manage the highest risks and meet obligations and requirements in each category. Mr. Schaffner encouraged everyone to visit the MnDOT website to take the survey asking how MnDOT should distribute the remaining funds. The public engagement runs through the end of September, winter 2023 will be the second engagement period. Late summer of 2023 MnDOT plans to adopt a final plan.

Ms. Danielowski asked if there is anywhere that has taken in to account reductions in gas-tax revenue as a result of the electrification of the vehicle fleet. Mr. Schaffner said they have looked at different trends and have mapped out different scenarios of how things will play out. Ms. Danielowski asked if MnDOT is taking into consideration where bridges come into play. Mr. Schaffner said they have looked at the bridge need and it is part of their calculations. Ms. Danielowski noted that new bridges being built needs to be looked at because of growing communities.

Mr. Gapinski suggested a billion dollars of the extra revenue should be set aside for new projects.

Mr. Georger commented that people should go online and comment about the bridges and asked how accurate the anticipated revenue is. Mr. Schaffner said in the past they have been reasonably accurate, within 10-20%.

Mr. Elness asked how they projected electric vehicle usage in the past and Mr. Schaffner said the plan ten years ago did look at it and it is being built into the plan. Mr. Schaffner noted there is an amount of uncertainty about technology in the future.

Mr. Perske noted the need for bridges on 33rd South in St. Cloud and Hwy 10. Mr. Schaffner noted a grant that Rochester recently received for bridge funding. Mr. Goerger asked if the grant was for the walkable communities project. Mr. Schaffner confirmed it was that project.

Promoting Transportation Options and Measuring with a VMT Target

Mr. Berrens summarized his position in the risk and investment analysis unit and how they measure transportation performance. They are looking at better ways to develop mobility options for people. Mr. Berrens summarized VMT trends.

Ms. Danielowski commented that many people are moving from the metro to other communities that don't have the transit system in the cities.

Ms. Lewis commented that urban sprawl causes people to take longer to get where they need to be.

Mr. Goerger noted that Covid has changed how the world operates as far as working from home. Mr. Berrens noted there is a lot of uncertainty.

Mr. Schultz asked if the delivery business is being monitored. Mr. Berrens said they do have a category for freight in the VMT measurements and noted it is difficult to differentiate because many people deliver in regular cars. Mr. Berrens summarized reactions to the proposed VMT goal and reviewed the 30-year VMT draft reduction target. VMT travel behavior is different depending on whether you live in urban, suburban, and rural areas. Mr. Berrens noted that places like Amazon in the future should enable better access to grocery stores in the future.

Ms. Danielowski asked that the PowerPoint be emailed to the board.

2023-2024 Unified Planning Work Program (UPWP)

Mr. Gibson summarized the UPWP, which is both a budget for the APO and a document that identifies regional transportation planning activities for the budget year. Mr. Gibson reviewed the expecting planning efforts in 2023. Mr. Gibson showed the internal budgets and external contracts. Mr. Gibson summarized the preliminary 2024 contractor projects including pavement condition measurement and evaluations of high crash intersections. Mr. Gibson summarized his findings from researching salary ranges based upon his market assessment and requested the APO employee wages be adjusted to match the market.

Mr. Gapinski thought it is easier to increase wages than retrain new people.

Mr. Miller asked if this is a long-term fix for employee wages. Mr. Gibson said his recommendations bring the salary ranges current with the market but may need to be reevaluated on a yearly basis.

Mr. Miller motioned to approve the 2023-2024 UPWP and Mr. Gapinski seconded the motion. Motion carried.

Consider Regional Transportation Priorities for 2023

Mr. Gibson summarized the regional priorities for 2023. The Technical Advisory Committee unanimously recommended approval of the following projects:

- Mississippi River Bridge at 33rd Street South in Saint Cloud,
- MN-15 between 2nd Street South and 12th Avenue North, and
- Benton CSAH 29 extension from Mayhew Lake Road to intersection of Golden Spike Road and CR 80.

Mr. Gibson asked if anyone felt there is anything else that should be on the list.

Mr. Perske asked if they should add three lanes on I-94 between Saint Michael and Monticello. Mr. Brandmire said that is outside of the APO. Mr. Perske said it does impact the three-lane coming from Clearwater to Saint Cloud and they should ask for support on the project. Mr. Brandmire noted the list should be kept short, so they know what the priorities are.

Mr. Miller motioned to approve the three regional priorities for 2023. Mr. Kedrowski seconded the motion. Motion carried.

OTHER BUSINESS & ANNOUNCEMENTS:

Mr. Gapinski noted the fly in and funding potential for Benton county's part of the beltline. Mr. Perske said he could represent the APO. Mr. Elness noted some concern on the beltline route through Sartell. Mr. Gapinski will put together a letter for everyone to review and sign.

ADJOURNMENT: The meeting was adjourned at 6:05 p.m.