

**SAINT CLOUD AREA PLANNING ORGANIZATION POLICY BOARD**  
**Thursday, May 11, 2023 – 4:30 p.m.**

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

Joe Perske	Stearns County
Ryan Daniel	Metro Bus
Jeff Goerger	City of Saint Cloud
Jake Anderson	City of Saint Cloud
Chris Byrd	Benton County
Rick Miller	City of Waite Park
Jeff Westerlund	LeSauk Township
Tim Elness	City of Sartell
Rick Schultz	City of Saint Joseph
Dottie Seamans	City of Sauk Rapids

Also in attendance were:

Brian Gibson	Saint Cloud APO
James Stapfer	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
Tom Cruikshank	MnDOT
Steve Voss	MnDOT
Chad Erickson	KLJ
Janel Bitzen	BerganKDV

**PLEDGE OF ALLEGIANCE**

**APPROVAL OF AGENDA:**

***Mr. Anderson motioned to approve the agenda, and Mr. Goerger 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 April 13, 2023, Policy Board Meeting.
- b. Approve Bills Lists.
- c. Approve Amendment to FY2023-2027 Transportation Improvement Program (TIP).
- d. Accept First Quarter Financial Report.

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

**Accept FY2022 Financial Audit**

Ms. Bitzen from BerganKDV presented on the FY2022 financial audit. No deficiencies were found in the audit.

***Mr. Elness motioned to accept FY2022 Financial Audit Documents, and Ms. Seamans seconded the motion. Motion carried.***

### **Consider Expenditure of Balance for US-10 Improvements**

Mr. Voss introduced background information on the US-10 corridor study between Saint Cloud and Clear Lake. Mr. Erickson presented the summary of the planning study results and discussed potential infrastructure options.

Mr. Byrd asked if the comments in the presentation were from this study. Mr. Erickson responded with yes. Mr. Byrd replied that he is not use to seeing the public recommending the high-cost option.

Ms. Danielowski asked if when they developed the low, medium, and high-cost scenarios, did the study look which option provided the best outcome for the amount of money spent? Mr. Erickson replied that they looked at the options from the perspective of safety, regional mobility, and access to properties with many different factors, making it difficult to quantify which option is truly the best. All options have benefits and weaknesses. Mr. Gibson replied that the medium-cost scenario didn't provide much more safety benefits than the low-cost scenario. Mr. Erickson replied that the cost-benefit analysis showed that the low-cost option still provided significant benefits.

Mr. Perske asked what type of interchange would intersect US-10 with the proposed Mississippi River crossing at 33<sup>rd</sup> Street S. Mr. Cruikshank replied that it would be a grade-separated interchange with flyover bridges. Mr. Erikson replied that it's still hard to say what type of interchange it will be due to land constraints with the BNSF railroad that runs parallel to US-10.

Ms. Danieloski asked if the projected project costs were in today's dollars or when the construction was anticipated. Mr. Erickson responded that the dollar amounts in the study are in today's dollars and that the current cost does not include engineering or right-of-way acquisition. Mr. Cruikshank explained that the legislature stipulated that the APO Policy Board would be able to direct how the implementation funds would be expended. He continued to explain that MnDOT will be working with legislators to find funding to begin engineering and construction of recommendations.

Mr. Perske asked whether the funding would come through MnDOT's budget or if the money would come from other funding sources. Mr. Cruikshank answered that MnDOT has no money allocated in their programmed budget for the proposed improvements from the study.

Mr. Schultz asked if the Minnesota House and Senate change dynamics in 2024, will there still be a push to fund these improvements? Mr. Cruikshank replied that MnDOT would do small incremental projects and break down the corridor into

sections to obtain funding. Mr. Voss added that the improvement is grouped into buildable segments in the high and low-cost scenarios.

***The discussion was tabled until the legislature finalized the budget.***

**Consider Publishing Transportation Performance Monitoring Report (TPMR)**

Mr. Stapfer presented the TPMR, which includes a set of performance measures to track the region's progress toward achieving transportation goals.

Ms. Danielowski asked if there was a bridge condition category for excellent. Mr. Stapfer replied that there are only three ratings: good, fair, and poor. Mr. Gibson added that the percentage of bridges in good condition is going down, and with no maintenance, the bridges will be in poor condition.

Ms. Danielowski asked about the spike in the number of air passengers at the Saint Cloud Airport in 2014. Mr. Gibson answered that United Airlines was providing air service to Chicago at that time.

Mr. Goerger pointed out that the number of crashes is decreasing as vehicle miles traveled increases; what can be attributed to that trend? Mr. Stapfer answered that with safety features in vehicles, there could be fewer suspected serious injury crashes and fatal crashes. Mr. Gibson added that fatalities could be decreasing due to vehicle safety features such as automated features. Mr. Perske added that vehicle miles traveled hit their peak before COVID-19 and haven't returned. Mr. Stapfer answered that vehicle miles traveled haven't returned to pre-pandemic levels yet but are increasing from 2020. Mr. Perske added that more people are working from home now, so there should be fewer vehicles driving. Mr. Gibson added that recent studies have shown that AM and PM peaks have not returned, but people who work from home are more likely to do errands or go out for lunch in the middle of the day.

Mr. Schultz would like to have the PowerPoint presentation sent to him.

***Mr. Schultz motioned to approve publishing the TPMR, and Mr. Goerger seconded the motion. Motion carried.***

**Consider Applying for the "Safe Streets & Roads for All" Grant**

Mr. Gibson presented on the Safe Streets & Roads for All (SS4A) discretionary program. The program is designed to support the goal of zero roadway deaths by implementing a holistic safety action plan for all roadway users.

Mr. Goerger would like the APO to apply for the SS4A grant.

Mr. Perske asked if it would be a budget cost for all the member agencies. Mr. Gibson replied yes, additional money would be assessed to each jurisdiction based on population.

Mr. Schultz asked how will the jurisdictions pay for it. Mr. Gibson added that when the Board approves the UPWP this summer, the cost will be included in the jurisdictional assessments.

Mr. Elness asked what the jurisdictions were buying. Mr. Gibson replied that they would get the safety plan and the eligibility to apply for the SS4A implementation grant.

***Mr. Schultz motioned to approve the Safe Streets & Roads for All Grant, and Mr. Goerger seconded the motion. Motion carried.***

**OTHER BUSINESS & ANNOUNCEMENTS:**

Mr. Perske brought up 322<sup>nd</sup> Street as in terrible condition. Mr. Westerlund replied that the township has been patching the roadway, but the City of Saint Cloud has not repaired their section.

**ADJOURNMENT:** The meeting was adjourned at 5:32 p.m.