

SAINT CLOUD AREA PLANNING ORGANIZATION POLICY BOARD
Thursday, October 12, 2023 – 4:30 PM

A regular meeting of the Saint Cloud Area Planning Organization Policy Board was held on Thursday, October 12, 2023, at 4:30 PM APO Chair Raeanne Danielowski presided with the following members:

Raeanne Danielowski	County of Sherburne
Jared Gapinski	County of Benton
Jeff Westerlund	Town of LeSauk
Mayor Dave Kleis	City of St. Cloud
Joe Perske	Stearns County
Mayor Rick Schultz	City of St. Joseph
Mike Kedrowski	Metro Bus
Jake Anderson	City of Saint Cloud
Dottie Seamans	City of Sauk Rapids
Frank Theisen	City of Waite Park

Also in attendance were:

Brian Gibson	Saint Cloud APO
Vicki Johnson	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
James Stapfer	Saint Cloud APO
Trina Ness	Saint Cloud APO
Tom Cruikshank	MnDOT
Steve Voss	MnDOT

Absent:

Mayor Rick Miller	City of Waite Park
Jeff Goerger	City of St. Cloud
Tim Elness	City of Sartell

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA:

Mayor Kleis motioned to approve the agenda and Mayor Schultz seconded the motion. Motion carried.

PUBLIC COMMENT PERIOD: No members of the public were in attendance. However, Mr. Gibson brought forth an email he received from John Pedersen regarding support for Agenda Item #1, which is to consider directing US-10 dollars to the Sherburne County CR-61 project.

CONSIDERATION OF CONSENT AGENDA ITEMS:

- a. Approve Minutes of September 14, 2023, Policy Board Meeting
- b. Approve Bills Lists
- c. Receive Report regarding the September 28, 2023, meeting of the Technical Advisory Committee (TAC)

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

Consider Directing US-10 Dollars to Sherburne County CR-61 Project

Mr. Cruikshank and Mr. Voss from MnDOT presented MnDOT's position reminding the Policy Board that the state legislature provided \$1,000,000 in 2021 to MnDOT to do two things: 1) to complete a planning study of the US-10 corridor between Saint Cloud and Clear Lake, and 2) to begin implementing recommendations from that plan. The legislature stipulated that the Policy Board be able to direct how the implementation of funds were to be expended.

Mr. Voss stated that the intent of the money was to help fund the study of the corridor. MnDOT had non-state road construction funds to put toward the study. The study was completed last month. MnDOT covered the entire cost of the study. MnDOT would like to run a cost analysis of the project and if it comes in a little higher, MnDOT has local partnership funds they can transfer to this project, therefore they have upwards of \$2,000,000 to put toward the CR-61/US-10 project. The preliminary design and plans should be available in a couple of weeks.

Mr. Cruikshank stated it's very difficult to do spot improvements in specific areas. He questioned as to what kind of systematic improvements can be made. Currently MnDOT is working with Sherburne County, City of St. Cloud, and the APO to realize a J-Turn project to realign CR 65 and 45th Avenue and combine the two intersections that cross the railroad into one. Burlington-Northern is in full agreement with this project. After that, Sherburne County will be realigning the intersection of CR-61 at US-10 and installing a J-turn. Currently MnDOT is in a preservation mode not an expansion mode.

Mayor Kleis asked, timing wise relative to the US-10/MN-23 interchange reconstruction, when will the J-turn project be done? Mr. Cruikshank and Mr. Voss responded with the J-Turn project is next summer (2024) The US-10/MN-23 reconstruction should be completed by the time the next US-10 project would begin. The primary flow of traffic should be restored by early next summer (2024). Preliminary engineering study will be kicking off in 2024 and going on concurrently with the current construction plans according to Mr. Voss and Mr. Cruikshank.

Mr. Perske said he wanted to be mindful about the river crossing. We've spent so much time realizing that project. He asked if we have at least two spots that are feasible for the 33rd Street interchange at US-10? Mr. Cruikshank responded that the river crossing has been taken into consideration and somewhere between CR 65 and CR 3 along US-10 would be reserved for the river crossing.

Ms. Danielowski stated speaking for the traveling public, it is very dangerous and especially difficult for the truck drivers to get out onto US-10 as they don't fit in the median area, and they take chances because it is difficult for them to get out onto US-10. She's very happy to see that there's some proactiveness going on and would think MnDOT would be excited as this is beyond preservation and maintenance.

Mr. Cruikshank stated that we are going to see a substantial increase in heavy truck traffic as there are several aggregate companies opening pits along US-10 and will be needing access. The faster we can get these improvements completed will make US-10 safer. In the meantime, we have these immediate safety issues that need to be addressed.

Mayor Kleis motioned to approve Directing US-10 Dollars to the Sherburne CR-61 Project and Mr. Gapinski seconded the motion. Motion carried.

Consider Metropolitan Transportation Plan (MTP) Project Lists

Ms. Johnson presented the project lists that have been approved by the Technical Advisory Committee (TAC). Once projects are in the long-range plan, they become eligible for federal funding.

The projects do not need to be done in the specific order stated in the MTP. Jurisdictions can do the projects when they have the money to do them, as long as they have been included in the long-range plan.

Mayor Kleis asked about models for emissions, and if the current model takes into consideration the government's goal of being all electric by 2050. To which Ms. Johnson responded, no, it does not. The emissions modeling assumes the current vehicle fleet. We'd primarily be focusing on improving travel delays.

Mayor Kleis motioned to approve the MTP Project List and Ms. Seamans seconded the motion. Motion carried.

Consider 2024 PM1 Safety Performance Targets

Mr. Stapfer presented the PM1 Safety Targets, which need to be reviewed annually. We are looking at the 2023 project data to set targets for 2024.

If the APO doesn't meet its safety goals, there are no financial or additional penalties. If MnDOT doesn't reach its safety goals they have to work at improving safety. 2022 Safety Goals were set using 2020 data (due to COVID). Mr. Gibson made the point that even though the rates of serious injuries and fatalities are relatively flat, it is actually good news because there are more people living in the area and people are traveling more now than a few years ago.

Mayor Kleis asked if there was data on how many crashes there were. Mr. Stapfer responded yes. We review the DPS information and track accidents and MnDOT looks at the cost of crashes. Mr. Anderson stated that there are more vehicles on the road with driver assistance, and safety features on the vehicles have improved. All concurred that hopefully serious injury and fatality crashes will continue to diminish.

Mayor Kleis asked if there are more crashes, just not serious injury or fatality? Mr. Stapfer responded that only property damage data is decreasing from 2022 and beyond. While officers are still filling out ICR's, they are not submitting property damage only incidents to the DPS. Mr. Stapfer is hoping to have the data from DPS

and MnDOT for the TPMP by next spring (2024). Ms. Johnson stated that she will send the study and data from 2021 to the APO Policy Board.

Mr. Gapinski motioned to approve the 2024 PM1 Safety Targets and Mayor Schultz seconded. Motion carried.

OTHER BUSINESS & ANNOUNCEMENTS:

Mr. Gibson stated that there will be a Policy Board meeting on the 9th of November 2023. He explained that the November meeting is necessary for the APO to select Highway Safety Improvement Program (HSIP) projects and submit them to the state. Therefore, we need a meeting in November.

Mr. Westerlund stated that is during deer hunting season and asked if it could be postponed until the following week. Many responded that the following week is Coalition of Greater Minnesota Cities (CGMC). Mr. Westerlund stated he would have his alternate attend.

ADJOURNMENT: Mayor Schultz motion to adjourn the meeting and Mr. Theisen seconded the motion. Motion carried.

The meeting was adjourned at 5:30 PM.