

**SAINT CLOUD AREA PLANNING ORGANIZATION TECHNICAL ADVISORY
COMMITTEE (TAC) MEETING
Thursday, May 30 @ 10 a.m.**

A meeting of the Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) was held at 10:04 a.m. Thursday, May 30, 2024. Senior Transportation Planner Vicki Johnson presided with the following people in attendance:

Voting Members:

Matt Glaesman	City of Saint Cloud
Zac Borgerding	City of Saint Cloud
Michael Kedrowski	Saint Cloud Metro Bus
Chris Byrd	Benton County
Jodi Teich	Stearns County
Andrew Witter	Sherburne County
Kari Haakonson	City of Sartell
Randy Sabart	City of Saint Joseph
Dave Blommel	City of Waite Park
Todd Schultz	City of Sauk Rapids

Non-Member Attendees:

Brian Gibson	APO, Executive Director
Vicki Johnson	APO, Senior Planner
Angie Stenson	Bolton & Menk
Robin Kaufman	Bolton & Menk
Brandon Silgjord	City of Sartell Chief of Police

Online Attendees:

Erika Shepard	MnDOT MPO Coordinator
Steve Voss	MnDOT District 3
Innocent Eyoh	MPCA
Ian Jacobson	Bolton & Menk
Alex McKenzie	APO, Associate Planner
James Stapfer	APO, Planning Technician
Trina Ness	APO, Administrative Assistant

Introductions were made.

PUBLIC COMMENT PERIOD

No members of the public were present.

CONSIDERATION OF CONSENT AGENDA

- a. Approve minutes of the Apr. 25, 2024, TAC meeting.

Ms. Teich made a motion to approve the Consent Agenda Items. Ms. Haakonson seconded the motion. Motion carried.

FUTURE REGIONAL ARTERIALS AND COLLECTORS PROJECT MANAGEMENT TEAM COORDINATION DISCUSSION

Ms. Stenson updated the Technical Advisory Committee (TAC) on the status of their research and the next steps to be taken with the Future Regional Arterials and Collectors Project Management research.

- Task 3.1: Peer Review Results with the goal of understanding how peer regions are using future functional class. Peer regions are Duluth-Superior Metropolitan Interstate Council (DSMIC), The Metropolitan Planning Organization of Johnson County, Iowa (MPOJC), and Rochester Olmstead Council of Governments (ROCOG). With that an inventory of existing functional class mileage % of system.
- Task 3.2: Future Functional Classification Inventory and the goal is to review inventory of agency future functional classifications. They reviewed relevant land use plans, zoning, and transportation-related documents for: Benton, Sherburne, and Stearns counties and the cities of Sartell, Sauk Rapids, Saint Cloud, Saint Joseph, and Waite Park.
- Task 4.1: Access Spacing Guidance Best Practices with the goal being to provide a context overview of existing agency guidance and discuss technical guidance and best practices. Inventorying the APO member agencies, we've learned that each agency has access spacing guidance, that the spacing distances vary between agencies, and most include land use context and functional classification as differentiators.
- Task 4.2: Right of Way Preservation Guidance providing context of existing agency guidance, and to discuss technical guidance and best practices. All APO member agencies have right of way preservation guidance, and it is tied to existing functional class.
- Task 5.1: Develop Roadway Segment Existing Condition Data Profiles, we need input from the TAC by June 6, 2024, regarding reviewing segmentation of the existing federal aid system network. Agency designation of new alignment segments for inclusion in the study. Send line work of alignments from transportation or comprehensive plans.

The next steps for discussion are geared towards right of way preservation, tying it to functional class categories and adding rural typical sections.

Upcoming meetings will be held on June 27, 2024, July 25, 2024, August 29, 2024, September 26, 2024, October 31, 2024, and a potential meeting in November 2024.

Mr. Voss mentioned that MnDOT is going through an update to its current access management guidance. Mr. Voss stated there will also be a revision to the possible land use classification/context as part of this revision. Mr. Gibson asked if there is a timeline, and Mr. Voss stated that Mr. Todd Sherman in the Metro District is the contact person for this project. Ms. Shepard has been involved but has not received an update in a while.

CONSIDERATION OF THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT

Ms. Johnson presented a request from MnDOT to add a 2024 project to the TIP.

This amendment is to request a National Electric Vehicle Infrastructure (NEVI) electric vehicle charging station along I-94. The project location has **NOT** been finalized, but it has been narrowed down to five locations: Exit 164A, Exit 167A, Exit 167B, Exit 171, or Exit 173. This is a “generic” project description to amend the TIP/STIP in time to obligate these 2024 dollars.

Mr. Witter made a Motion to recommend Policy Board approval of the MnDOT TIP amendment. Mr. Schultz seconded the Motion. Motion carried.

CONSIDERATION OF THE FY 2026 CARBON REDUCTION PROGRAM (CRP) SCORING AND PRELIMINARY RANKING

Ms. Johnson presented the Carbon Reduction Program (CRP), which was created under the Infrastructure Investment and Jobs Act (IIJA), and is a federal program designed to fund projects that reduce carbon emissions caused by surface transportation.

To utilize CRP funding, MnDOT was required to develop a Carbon Reduction Strategy (CRS), which is a plan that outlines priorities to advance transportation investments in carbon emissions reduction. Projects in Minnesota using CRP funding must align with the policy and investment direction outlined in the CRS.

At the April Policy Board meeting, the Board recommended allocating the FY 2025 CSAH 1/CSAH 29 roundabout. The solicitation that concluded May 10 was to allocate FY 2026 funding only, which was \$440,000.

The APO received three applications:

- City of Sartell to purchase four EV police squad cars – requesting \$170,000 in CRP funding.
- City of Sauk Rapids to install an EV Charging station near Second Avenue N – requesting \$184,000 in CRP funding.
- City of Saint Cloud to construct sidewalk along Lincoln Avenue from Fourth Street SE to Seventh Street SE – requesting \$100,000 in CRP funding.

The total requested CRP funding was \$454,000. Total local match was \$117,780, bringing project totals to \$571,780.

The APO staff received applications and conducted preliminary scoring and ranking of the projects.

City of Sartell Chief of Police Brandon Silgjord, was in attendance and spoke to the request for four EV squad cars. Mr. Byrd asked if the city has spoken to vendors and what the availability is. Chief Silgjord replied that currently Chevy is the only electric police car manufactured that would meet expectations. He also stated that there will be additional costs in outfitting the vehicles with lights, sirens, and equipment above and beyond the purchase of the vehicles. Mr. Byrd asked if they can apply for the funding seeing that the vehicles may be used outside of the APO boundaries. Ms. Johnson stated she would look into it.

Mr. Schultz spoke to the City of Sauk Rapids’ request for EV charging stations. They stated that the location they have picked is city property. Mr. Byrd asked how many vehicles it would charge with the response being 2 vehicles at a time. Mr. Byrd

asked about land use or permitting, and Mr. Schultz stated that they would be located on city property therefore there would be no issues.

Mr. Borgerding spoke about the City of Saint Cloud's request to install a sidewalk along Lincoln Avenue. This project would extend the multimodal facilities along the corridor, especially given the completion of the Fourth Street SE bridge as part of the MN 23/US 10 interchange.

Ms. Johnson presented the APO staff preliminary rankings and proposed funding scenario which would have allowed for the City of Sauk Rapids (#1 project) and the City of Saint Cloud (#2 project) to receive the requested amount of CRP funds. The City of Sartell (#3 project) would have been short \$14,000 of what was requested.

Discussion took place among TAC representatives as to how to best handle the \$14,000 shortfall in CRP dollars to fully fund all three projects. An option was presented to distribute the \$14,000 shortfall among the three projects. This would result in the City of Sauk Rapids receiving \$179,334 in CRP funds, City of Saint Cloud receiving \$95,333 in CRP funds, and the City of Sartell receiving \$165,333 in CRP funds.

Mr. Glaesman made a Motion to recommend the following project ranking and funding allocation to the Policy Board as follows:

- 1. City of Sauk Rapids: \$179,334.*
- 2. City of Saint Cloud: \$95,333.*
- 3. City of Sartell: \$165,333.*

Mr. Witter seconded the Motion. Motion carried.

CONSIDERATION OF THE FY 2025 – 2028 DRAFT TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Ms. Johnson explained how the TIP is updated on an annual basis, that it spans four fiscal years (2025-2028), and it includes projects that receive funding from Federal and/or State sources.

Ms. Johnson provided a quick overview of the new projects that are being programmed into the APO's TIP.

The draft document has been submitted to MnDOT, FHWA, and FTA for review. Please note there will be changes between now and the launch of the public comment period.

Mr. Witter made a Motion to recommend Policy Board approval to release for a 30-day public comment period by no later than July 17, 2024. Ms. Haakonson seconded the Motion. Motion carried.

CONSIDERATION OF THE DRAFT FY 2025 - 2026 UNIFIED PLANNING WORK PROGRAM (UPWP)

Mr. Gibson presented the Draft FY 2025 Unified Planning Work Program (UPWP). The 2025-2026 UPWP is both our budget & work plan. This consists of:

- CPG funding, which is a Federal grant, of \$677,620,

- Congressionally Directed funding of \$800,000 with a local match of \$100,000 from Saint Cloud and \$100,000 from APO financial reserves (with the understanding that it will be paid back over time by a slight increase in dues), and
- Local match assessments as shown below.

2025 Local Match Assessments								
	APO 2024 Operations Assessment	Pavement Condition Update	Environmental Work for Bridge	Community Liaison	David Turch Contract	Total Assessments	1st Half Assessment	2nd Half Assessment
St. Cloud	\$67,141.00	\$12,035.00	\$100,000.00	\$481.00	\$17,615.00	\$197,272.00	\$98,636.00	\$98,636.00
Sauk Rapids	\$12,800.00	\$2,294.00		\$92.00	\$3,437.00	\$18,623.00	\$9,311.50	\$9,311.50
Sartell	\$18,508.00	\$3,318.00		\$133.00	\$5,152.00	\$27,111.00	\$13,555.50	\$13,555.50
Waite Park	\$7,971.00	\$1,429.00		\$57.00	\$2,415.00	\$11,872.00	\$5,936.00	\$5,936.00
St. Joseph	\$6,719.00	\$1,204.00		\$48.00	\$1,604.00	\$9,575.00	\$4,787.50	\$4,787.50
LeSauk Twn	\$1,422.00	\$255.00		\$10.00	\$0.00	\$1,687.00	\$843.50	\$843.50
Steams Co	\$14,719.00	\$2,638.00		\$106.00	\$13,145.00	\$30,608.00	\$15,304.00	\$15,304.00
Benton Co	\$4,807.00	\$861.00		\$34.00	\$3,513.00	\$9,215.00	\$4,607.50	\$4,607.50
Sherburne Co	\$2,471.00	\$443.00		\$18.00	\$1,119.00	\$4,051.00	\$2,025.50	\$2,025.50
Metro Bus	\$2,950.00	\$529.00		\$21.00	\$0.00	\$3,500.00	\$1,750.00	\$1,750.00
Total	\$139,508.00	\$25,006.00	\$100,000.00	\$1,000.00	\$48,000.00	\$313,514.00	\$156,757.00	\$156,757.00

Mr. Glaesman inquired about the local 50/50 arranged for the crossing. Specifically, he asked if the motion that was made was of the whole body. Mr. Gibson responded, yes, everyone agreed. Mr. Glaesman countered that well everyone seated that day agreed, and that his understanding was that Mayor Kleis was not there. Mr. Gibson stated it was a long and good discussion prior to the vote.

Ms. Haakonson asked if it has been determined as to how we will deal with the environmental reviews in the future, with that cost breakdown?

Mr. Glaesman stated his recollection is that this would be the formula we're talking about now, would be the position we take on the other quadrants of the beltline. Ms. Johnson stated her memory is that that hadn't been agreed upon. Upon review of the minutes Ms. Johnson stated no formal action was taken regarding future environmental reviews. The APO and jurisdictions still need to have a plan regarding future beltline needs and spending in place by the end of the year, however, no formal action has been taken at this time.

Mr. Glaseman stated that by accepting this proposal he was under the impression that this would establish a precedent in which the jurisdiction/agency of any respective quadrant in which a new beltline component would be proposed would then be responsible for the lion's share of that work. Meaning if this scenario happens again in another area (outside of the City of Saint Cloud), those corresponding agencies/jurisdictions would be responsible for a majority of the local match and other APO member jurisdictions/agencies would be able to rely on the reserve draw down (and subsequent increase in dues over time) to come up with the remaining local match needed to leverage those federal dollars. Thereby, for purposes of the beltline, local match would not be solely funded by jurisdictions with the largest population. Since dues to the APO are based on population, the City of Saint Cloud would disproportionately be paying the majority of any work on the beltline (even outside of the municipal boundary) **IF** dues payment by population was the way beltline components would be handled going forward. Mr. Glaseman stated **IF** the City of Saint Cloud were to support this UPWP, then it

would be the City's position that this would be the start of a precedent stating that jurisdiction(s) in which a new component of the beltline would be located would be responsible for paying the lion's share of that work with other APO member units being allowed to draw down from the APO's reserves (and subsequently increase dues over time) to assist in securing that local match.

Ms. Haakonson stated her concern and that of the Sartell City Council in supporting the draft UPWP would be how the remaining \$100,000 used to fund the local match of this environmental study would be obtained. She stated the Sartell City Council would not be in favor of supporting this.

Ms. Teich stated that it's her understanding that over time, Saint Cloud is going to be paying \$150,000, and that looking at it as from a road authority standpoint it's a good deal. In the past they've always had to pay 100% of the local share.

Ms. Teich made a Motion to recommend Policy Board approval of the 2025-2026 UPWP. Mr. Witter seconded to the motion.

Ms. Johnson and Mr. Gibson reiterated that the Policy Board didn't want to send the \$800,000 back therefore they came to the conclusion that they would pull the \$100,000 from the APO reserves and the City of Saint Cloud would pay the other \$100,000 for the local match.

Mr. Byrd has a hard time supporting this because in the early 2000s when Benton County received Congressionally Directed Spending dollars to preserve the right of way for the CSAH 29 extension. The county had to come up with 100% of the match. Most recently, the County received additional Congressionally Directed Spending dollars to construct the CSAH 29 extension, and the County is having to pay the entire local match component for this piece of the beltline. He stated that we can't use past practices when it comes to the beltline because past practices would dictate each jurisdiction would need to come up with their own funding.

The Motion didn't carry, therefore Ms. Johnson asked if there should be a roll call vote. Everyone agreed to a roll call vote. There were 7 Ayes: Ms. Teich, Mr. Sabart, Mr. Blommel, Mr. Witter, Mr. Kedrowski, Mr. Borgerding, and Mr. Glaesman. There were 3 Nays: Mr. Schultz, Mr. Byrd, and Ms. Haakonson. Motion carried.

Mr. Gibson stated they will make sure the Policy Board is aware of the TAC's concerns.

OTHER BUSINESS AND ANNOUNCEMENTS

- November 2024 TAC meeting – there will be a meeting. Ms. Johnson will be sending out a DoodlePoll shortly.
- Update on the ATP-3 Surface Transportation Block Grant Program (STBGP) formula discussion. Ms. Johnson said she is in the process of requesting data from MnDOT District 3 as well as MnDOT Central Office.

ADJOURNMENT

The meeting adjourned at 12:14 p.m.