

**Saint Cloud Area Planning Organization  
TECHNICAL ADVISORY COMMITTEE MINUTES  
April 5, 2018**

A regular meeting of the Saint Cloud Area Planning Organization's (APO) Technical Advisory Committee (TAC) was held on Thursday, April 5, 2018 at Stearns County Public Works. In the absence of the Senior Planner, the Executive Director, Brian Gibson, presided with the following members present:

Jeff Miller	Stearns County
Jon Halter	Sartell/SEH
Mark Loidolt	Benton County
Brian Gibson	Saint Cloud APO
Vicki Ikeogu	Saint Cloud APO
Dorothy Sweet	Saint Cloud APO

**CONSIDER MINUTES OF MARCH 1, 2018:**

***Mr. Miller motioned and Mr. Halter seconded to approve the March 1, 2018 minutes. Motion carried.***

**PUBLIC COMMENT PERIOD:**

No public comments made.

**TIP AMENDMENTS:**

Ms. Ikeogu reviewed the background information for the two Amendments.

- Federal aid funds are being transferred to Stearns County from St. Louis County in the amount of \$2,133,922 in fiscal years 2019 through 2021. In exchange, Stearns County will be transferring State Aid funds to St. Louis County that equal the federal funds during those same fiscal years. Fiscal constraint is maintained. Stearns County will use the Federal aid funds for the CSAH 75 resurfacing project from Old Collegeville Road to CSAH 81. Stearns County will complete the project in 2018 and then receive Advance Construction Payback in 2019, 2020 and 2021.

Mr. Miller commented that Ms. Teich said Stearns County is receiving much less funding from St. Louis County than reported by Ms. Ikeogu. Mr. Gibson asked that Ms. Teich send the APO an email with an explanation of the change in funding amount and her understanding of the change as well as the source of the change in funding.

- WACOSA has been awarded Federal funding under the Section 5310 program for another vehicle purchase. The project cost of \$81,000—a split between the Federal share of \$64,000 and \$16,200 of local dollars—was not

previously programmed into the FY 2018-2021 TIP. Fiscal constraint is being maintained with this project.

**Mr. Miller motioned to approve both TIP amendments contingent upon clarification of the funding amount and the source of the change in the first TIP Amendment. Mr. Loidolt seconded the motion. Motion carried.**

**STAKEHOLDER ENGAGEMENT PLAN (SEP):**

Ms. Ikeogu reported that Federal regulations require all Metropolitan Planning Organizations to develop and use a public participation plan that defines a process for providing citizens, affected public agencies, and others with reasonable opportunities to be involved in the metropolitan transportation planning process. The Stakeholder Engagement Plan (SEP) updates the APO’s 2012 Public Participation Plan and has been combined with an updated version of the 2015 Title IV Compliance Plan. The SEP has completed the 45-day public comment period and has been submitted to MnDOT, Metro Bus and various groups identified in the plan as those who have contact and/or work specifically with traditionally underserved populations such as people of color, individuals with low income, individuals with disabilities, limited English proficient individuals and the elderly population.

Two public comments were received regarding regularly scheduled Bike/Ped Advisory Committee meetings and the ADA statement on the bottom of agendas. Both of these have been addressed in Appendix K in the SEP. Additional changes have been added pertaining to making documents more ADA accessible on the APO’s website.

**Mr. Halter motioned to approve the SEP, and Mr. Miller seconded the motion. Motion carried.**

**LONG RANGE TRANSPORTATION PLAN (LRTP) GOALS AND OBJECTIVES, CURRENT CONDITIONS:**

Mr. Gibson gave an informative PowerPoint presentation showcasing the LRTP goals and objectives and current conditions of the APO planning area. Some areas covered in his presentation included:

Population Trends by Jurisdiction	Residential Density, Dwelling Units & Vacancy rates
Educational Attainment by Jurisdiction	Unemployment Rates and Earnings by Educational Attainment
Household Income	Metropolitan Statistical Area (MSA) Labor Force & Unemployment Rates
Residents Living in Poverty	Where People in Poverty Live
Residential locations for People-of-Color	People-of-Color Population by Jurisdiction

Language Spoken in the Home other than English	Distance to Jobs
Job Counts where Metropolitan Area (MA) Residents Work	MA Job Counts where Workers Live
MA Worker Commute Inflow/Outflow	Top Employers in the MA
Worker Flows in the MA	Work Trip Mode of Transportation – MA residents.
Where MA employees live:	Worker Commute Change over time.
Vehicles Miles Traveled	Travel time to work – MA residents.
Travel time reliability of Nat'l Highway System.	Connected traffic signals & Signalized intersections.
Pavement Quality	Bridge conditions
Crash data	Fatal crashes by driver condition 2006-15
Ridership: Metro Bus/Tri-Cap/Northstar Link/Amtrak	Non-motorized commute trips to work
Uber pickup locations	

Public comments received included specific comments made about the Regional Airport, Amtrak, Northstar Commuter Rail, Northstar Commuter Link Bus, Bike/Ped issues, as well as many general public comments about transportation, drivers, cars, immigrant population, better access, service and changes, roundabouts, synchronizing traffic lights, bypass or beltline, expanded Metro Bus routes, etc. Some of MnDOT's comments were regarding rumble strips, mumble strips, performance measures, strategies to maintain pavement database, and ensuring national, state and quality standards.

The overall Goals/Objectives include:

- Maintain and enhance transportation safety
- Increase system accessibility, mobility connectivity
- Efficiently manage operations and cost effectively preserve the system.
- Support metropolitan vitality and economic development
- Promote energy and environmental conservation

Mr. Gibson asked for feedback since this will be going to the Policy Board on May 10 for final approval. Ms. Ikeogu also asked for feedback and suggestions from the TAC members regarding performance measures.

***Because of the low attendance at the meeting (only three jurisdictions in attendance), no motion was made to approve the L RTP Goals and Objectives and Current Conditions. Mr. Gibson will bring this agenda item back to the TAC next month.***

The issue of driverless technology was raised. We are unsure if more or less cars will be on the road in the future. The Board is discussing this now and whether or not a beltline around the Saint Cloud area would be feasible. Mr. Gibson said he recently spoke to someone at the University of Minnesota who has suggestions on how to deal with the changing future of transportation, and will contact him to speak to the Policy Board on May 10.

**OTHER BUSINESS/OPEN FLOOR:**

***SRTS Planning Grant:*** Mr. Gibson announced that District 742 received a Safe Routes to School (SRTS) planning grant for a district-wide SRTS plan plus 4-5 site specific safe routes plans. The APO was requested to provide assurance to MnDOT that the APO will complete SRTS site-specific plans for the remainder of the schools in the district not covered by the SRTS grant. Ms. Ikeogu will be the lead charge to do the other schools. We are unsure at this time how Clearwater school will be done since it is not in the APO planning area.

***TIP:*** Ms. Ikeogu requested input on the TIP to see if jurisdictions would have any issues or problems with switching to an annual 4-yr TIP instead of the current process. The TAC members voiced no objections to switching to an annual 4-yr TIP.

**ADJOURNMENT:**

The meeting was adjourned at 11:08 a.m.