

**SAINT CLOUD AREA PLANNING ORGANIZATION TECHNICAL ADVISORY  
COMMITTEE (TAC) MEETING  
Thursday, Oct. 26 @ 10 a.m.**

A meeting of the Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) was held at 10 a.m. Thursday, Oct. 26, 2023. Senior Transportation Planner Vicki Johnson presided with the following people in attendance:

Voting Members:

Zac Borgerding	City of Saint Cloud
Michael Kedrowski	Saint Cloud Metro Bus
Jon Noerenberg	City of Waite Park
Chris Byrd	Benton County
Mike Decker	Stearns County (alternate)
Nate Keller	City of Saint Joseph (alternate)
David Roedel	Sherburne County (alternate)
Jeff Lenz	MnDOT District 3 (alternate)

Non-Member Attendees:

Brian Gibson	APO, Executive Director
Vicki Johnson	APO, Senior Planner
Alex McKenzie	APO, Associate Planner
Trina Ness	APO, Administrative Assistant

Zoom Attendees:

Erika Shepard	MnDOT MPO Coordinator
Voni Vegar	MnDOT OTAT
William Winslow	Brightly
Chris DeJuneas	Brightly
James Stapfer	APO, Planning Technician

Introductions were made.

**PUBLIC COMMENT PERIOD**

No members of the public were present.

**CONSIDERATION OF CONSENT AGENDA**

- a. Receive staff report of the Sept. 21, 2023, Policy Board meeting.
- b. Approve minutes of the Sept. 28, 2023, TAC meeting.
- c. Receive staff report of the Oct. 5, 2023, Central Minnesota Area Transportation Partnership Meeting.
- d. Receive staff report of the Oct. 12, 2023, Policy Board meeting.

*Mr. Noerenberg made a motion to approve the Consent Agenda Items. Mr.*

*Borgerding seconded the motion. Motion carried.*

### **CAPITAL ASSET MANAGEMENT SOFTWARE PRESENTATION**

Mr. Gibson stated it has been a long-term goal of the APO to acquire an assessment management software. Currently, someone drives the roads in the planning area at least every five years and provides the APO with a snapshot of what our road conditions are at that time. Brightly Software, Inc. is an asset management company that takes the information from the pavement condition analysis and programs a degradation cycle based on materials used in the road up to a 30-year predictive ability.

Mr. Winslow and Mr. DeJuneas presented the miscellaneous capabilities of the Brightly software. Each jurisdiction would be able to access and customize the asset tool to input and manage their roadways within the APO. Should a jurisdiction want to use the software for a larger portion of their township, county, or entity they would need to discuss options with Brightly.

Mr. Lenz asked if tracking curb and gutter, storm sewer, ADA compliance, traffic signals, lighting, etc. was available with the software. Mr. DeJuneas stated yes. It can be as detailed as the user wants it to be.

After the presentation, discussion took place amongst APO staff and TAC representatives.

Mr. Gibson stated the APO would purchase the program, but each jurisdiction would have a user account and access to the databases. Mr. Gibson is only asking if the TAC sees value in the product.

Mr. Gibson asked Ms. Shepard if the purchase of the software would be CPG eligible, which would drop the jurisdictional cost – from 100% to 20%. Ms. Shepard stated she believes it would qualify but would need to do more research before giving an answer.

Mr. Roedel stated that Sherburne County is working with ESRI to develop an asset management program countywide. However, if it is an 80/20 match, he would be interested in using Brightly to conduct a comparison.

Mr. Keller stated that he doesn't see the City of Saint Joseph benefitting from the software but inquired as to whether the APO would be inputting the data or would it be up to the jurisdiction. Mr. Gibson stated that we could start with Mr. Stapfer inputting the data, however, if it were to take the time of a 0.5 employee, we could not sustain that.

Mr. Byrd asked if the software would look at all the roads in the APO or only collectors and above. Mr. Gibson stated that we collect data required by the Federal Aid Highway System. Mr. Byrd then stated that if it is an 80/20 expenditure then

Benton County would be interested, but also inquired if using the APO's finances for this would take away from projects. To which Mr. Gibson responded, yes it would.

Mr. Borgerding inquired as to what the timeline might be before the end-user would be able to access and manipulate the data. Mr. Gibson stated he would check with Brightly and get back to everyone.

Mr. Roedel and Mr. Byrd asked if it would add to the cost to add the entire county to the system, since the data is acquired and provided to the county. Mr. Gibson is going to ask Brightly and get back to everyone.

Discussion amongst the group regarding whether to modify the APO's 2024 UPWP, but all the federal funds have been programmed for 2024. Delaying the purchase until 2025 with the understanding that the cost will go up was discussed.

*No action was taken.*

### **CONSIDERATION OF FY 2028 HIGHWAY SAFETY IMPROVEMENT PROGRAM PROJECTS.**

Ms. Johnson presented the 2025-2028 Greater MN Highway Safety Improvement Program projects.

All projects must be brought before the APO for the TAC to recommend Policy Board approval. The Policy Board is required to put in a prioritization or ranking endorsing the importance of the project. All submitted applications must include that letter from the Policy Board endorsing the project. In addition, Ms. Johnson will submit a letter. The letter from the Policy Board must accompany the jurisdiction's application as well.

Sherburne County has indicated their intent to apply for the HSIP solicitation regarding the installation of transverse rumble strips at various intersections within Sherburne County. This is part of a larger county wide proactive/data-driven project. Ultimately this portion of the larger project is to reduce traffic crashes and fatalities.

*Mr. Byrd made a Motion to recommend Policy Board approval of the ranking/prioritization for HSIP funding consideration. Mr. Keller seconded the motion. Motion carried.*

### **CONSIDERATION OF THE DRAFT LOOKING AHEAD 2050 GOALS, OBJECTIVES, STRATEGIES, AND PERFORMANCE MEASURES CHAPTER**

Ms. Johnson presented the Looking Ahead 2050 Goals, Objectives, Strategies, and Performance Measures Chapter. The objectives and strategies identified in the draft are consistent with the goals outlined by the U.S. Department of Transportation, the State of Minnesota, as well as policies adopted as part of the Minnesota Department of Transportation's State Multimodal Transportation Plan. They also meet the six visioning themes the APO has incorporated into our planning.

Mr. Borgerding asked for an example of what the APO was doing that the jurisdictions are going to be responsible for in the future. Ms. Johnson stated in previous MTPs it was stated "the APO" would accomplish a goal. In the current Goals, Objectives, Strategies and Performance measures, several strategies state the APO jurisdictional members will be responsible for items instead of stating "the APO."

*Mr. Borgerding made a Motion to recommend Policy Board approval of the Looking ahead 2050 Goals, Objectives, Strategies, and Performance Measures Chapter. Mr. Byrd seconded the Motion. Motion carried.*

### **OTHER BUSINESS AND ANNOUNCEMENTS**

Ms. Johnson stated that solicitations are open for Transportation Alternatives, Active Transportation infrastructure grants, Safe Routes to School infrastructure grants, and Surface Transportation Block Grant Program. The Local Partnership Program should be opening soon.

There are some jurisdictions that Ms. Johnson has not received project status update forms from. Please get those to Ms. Johnson by Nov. 17, 2023.

If you want Ms. Johnson to review your Surface Transportation Block Grant program application to make sure you have all of the things the APO evaluates on, let her know.

This is the last meeting of 2023.

### **ADJOURNMENT**

The meeting adjourned at 11:13 a.m.