



TAC Agenda Topics and Project Updates

April 19th, 2021 Meeting

Duluth-Superior Metropolitan Interstate Council Meeting Summary

* = Approval Item

Note Taker(s)	Barb Peterson	
Members Present		
Committee Vice-Chair	Chris Belden	Duluth Transit Authority
Committee Chair	Kate Ferguson	Duluth Seaway Port Authority
<i>alternate</i>	Matt Hemmila	St Louis Cnty
	Krysten Saatela Foster	MnDOT Dist 1
	James Gittemeier	City of Duluth
	Jason Jackman	Douglas County
	Todd Janigo	City of Superior – Public Works
	Chris Lee	City of Duluth
<i>alternate</i>	Diane Paoni	WisDOT
	Karl Schuettler	Northspan Group
	Cindy Voigt	City of Duluth Engineering
	Maren Webb	MnDOT Dist 1
Members Absent		* Excused Absence
	David Bolf	City of Hermantown
	Chris Carlson*	City of Superior – Public Works
<i>alternate</i>	John Mulder	City of Hermantown
	Cari Pedersen*	City of Duluth
	Jess Rich	City of Proctor
	Dena Ryan*	WisDOT
	Tom Werner*	Duluth Airport Authority
	vacant	Mobility Challenged Community
	vacant	Active Transportation/Zeitgeist Arts
Others Present		
	Ron Chicka	MIC Director
	Andrea Crouse	Zietgiest – Active Transportation
	Duane Hill	MnDOT Dist 1
	Pat Huston	MnDOT Dist 1
	Sheldon Johnson	MIC Deputy Director/NWRPC Exec Director
	Tom Lamb	MnDOT Dist 1
	Kris Liljeblad	MIC-Sr Planner
	Prescott Morrill	MIC Planner
	Barb Peterson	MIC Admin Asst
	Anna Pierce	MnDOT Central Office
	Bobbi Retzlaff	FHWA
	Ricky Sarran	MIC-GIS Specialist
	Robert Sullivan	MARAD
	Rondi Watson	MIC Communications Coordinator
	Voni Vegar	MnDOT Dist 1



Duluth-Superior Metropolitan Interstate Council
Meeting Summary

1. Introductions / Agenda Review

- a. Chair Kate Ferguson called the meeting to order at 1:32 pm. A “roll call” attendance was taken. When complete, Chair Ferguson asked if there were any questions or changes to the agenda. Hearing none she continued.

2. COMMITTEE BUSINESS

- Meeting Summary of 3.15.22

Chair Ferguson then asked if there were any questions or changes to the march meeting summary.

Motion Discussion and Vote	Krysten Foster/Chris Beldon moved to approve the 3.15.22 meeting summary. There was no further discussion; the motion was approved unanimously.
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- MIC Director’s Report

Ron Chicka briefly touched on the items included in the meeting materials which include:

- Update on Federal Legislation
- Letters of Support for the City of Duluth -West Superior St in the Lincoln Park District, and St Louis County/Rice Lake – Rice Lake Road (from Martin Road to Ridgeview)
- WI TDA Gas Tax Information
- City of Duluth – SRTS Award for Lincoln Park Middle School
- City of Superior – Tower Ave Study

3. 2022-2025 DULUTH AREA TIP AMENDMENT #2-5

Prescott Morrill and Ricky Sarran described the following Amendments:

- #2 – A new BRT Feasibility Study
- #3 – 2 new Electric Buses
- #4 - Rehab of the DTA Operation Center – no 2022 funds being used/using up prior years funding
- #5 – Adds additional funds to an ITS project

With no questions or comments approval was called for.

Motion Discussion and Vote	James Gittemeier/Cindy Voigt moved to recommend approval of Amendment #2-5 to the 2022-2025 Duluth Area TIP to the Policy Board. There was no discussion; the motion was approved unanimously.
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4. TWIN PORTS INTERCHANGE (TPI) – HWY 53 & GARFIELD INTERCHANGE

Pat Huston gave a brief update of TPI Work Packages 1 & 2. He then went on to describe (remind everyone) the 2 pieces that had to be cut from the initial construction due to budget constraints (Work Packages 3 & 4). At the May meeting a very large TIP amendment will be presented for approval to cover the Hwy 53 Reconstruction (Work Package 3) scheduled for 2027 and the Garfield interchange (Work Package 4) scheduled for 2028. We can all watch the project as it moves along.



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5. LONDON ROAD 2026 PROJECT

MnDOT's District 1 Project Manager Tom Lamb presented a project update on the reconditioning project from 26th Ave E to Lester River which is scheduled for FY 2025 construction at an estimated cost of \$11.8 million. Preliminary design of the project will extend through this fall, with final design scheduled for 2023/2024. Proposed changes include a mill and overlay of the pavement, re-striping to change the curb-to-curb space allocation, narrowing drive lanes to allow a bikeable shoulder both directions, roundabouts at 26th and 40th Avenues East, pedestrian refuges to improve crossing safety in conjunction with new eastbound left turn lanes at 32nd, 36th, 42nd, 43rd, 45th, 47th, 51st, 58th, and 60th Aves E, and replacement of dying ash trees in the boulevards.

A pedestrian connection to the Lakewalk is proposed at 29th Ave E and new sidewalk on the inland side from 26th to 40th Ave E. Tom said that temporary demonstration pedestrian crossings will be installed later this year at 36th and 60th Ave E. In response to a question, he said that the design of the proposed roundabouts would accommodate trucks and other large vehicles. He invited representation for the Citizen Advisory Committee from outside the project area, which is currently lacking.

6. HAZARDOUS MATERIALS TRANSPORTATION

MIC sponsored a Lunch and Learn virtual meeting on February 22nd with a presentation by Dale Bergeron about Hazardous Materials Transportation. Kris Liljeblad presented a summary of an online survey that was completed by a third of the 70 meeting participants. Kris summarized the regulatory, enforcement, training, and emergency response regime that is currently in place to govern the transport of hazardous materials. Over 1 million shipments of hazardous materials occur daily in the US and incidents are very rare. Though there has been an increasing trend over the past decade, the severity in terms of deaths and injuries is declining.

The management regime has three parts: 1) Federal regulation and certification, 2) State licensing and enforcement, and 3) Local emergency management. Federal oversight occurs through the Pipeline Hazardous Material Safety Administration (PHMSA) and the Federal Motor Carrier Safety Administration (FMCSA). The PHMSA regulates hazardous materials movement by all modes, though 64% moves by pipeline. They require registration of all haz mat shippers, and fees are used for training of emergency responders. FMCSA regulates commercial motor carriers, requires a Hazardous Materials Safety Permit for those cargoes and provides a Safety Management System of oversight with safety rating, training, and safety performance metrics to maintain certification.

States provide the licensing for motorists and waste handlers, enforce the rules of the road including inspections, respond to incidents 24/7, and report and investigate. The counties provide the framework for emergency response across local jurisdiction boundaries for all types of hazards. They are aware of all hazardous materials storage sites in their jurisdiction (80 in Duluth and 232 in St. Louis County).

In the discussion that followed the presentation, Matt Hemmila, Kate Ferguson, and Cindy Voigt said that they did not see the need for further work on the subject by MIC staff.

7. MIC/MNDOT I-35 CORRIDOR PROJECT UPDATE



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A selection panel representing MnDOT District 1, City of Duluth, and MIC picked the Bolton and Menk team for this 17-month planning project for the corridor from Midway Township to 26th Ave E. The MIC/MnDOT team, with support from Bolton & Menk, will conduct a community-driven evaluation of the corridor's existing and future needs, develop alternatives, and conduct visioning in order to prepare a community-supported, detailed implementation plan.

Kris Liljeblad presented slides from the Bolton and Menk interview to summarize some of the key strengths of their experience, understanding, and their approach to the scope of work. Their team shared relevant project experience from the I-94/Rondo, Rice Street Visioning, and Highway 169 Corridor Studies – all with very strong client references. Their subconsultants, SEH and Zan cited recent local experience from the Twin Ports Interchange, District 1 Freight Plan, London Road, and Central Entrance projects.

The team proposed an aggressive approach to shave three months off the project schedule and reallocate budget to needed technical tasks. They pointed out the need for different technical approaches and analysis tools for the suburban part of the corridor west of Grand Avenue vs. the heavily urban area from Grand Ave through downtown to 26th Avenue E.

After projecting future conditions without improvements, they propose to conduct visioning work with broad community engagement that will identify alternative scenarios for evaluation and refinement. The intended schedule includes the review and approval of the selected vision and action plan in September 2023.

8. TRANSPORTATION SYSTEM MANAGEMENT (TSM) PLAN UPDATE

Kris continued with the MIC's TSM plan which was last updated in 2011 and is due for an update. Among possible changes to address are travel demand, safety, bike/pedestrian/transit plan implementation, freight movement, lighting and signal systems, and more. MIC staff will be engaging local jurisdictions for assistance in developing a scope of work that addresses their short term local needs.

9. ROUND TABLE

Cindy Voigt shared that 21st St E will be closed for 1 week beginning April 29th for a utility patch. Cindy also added that State ASE members have released a new "Report Card".

10. PROJECT UPDATES (PLEASE SEE THE MEETING MATERIALS FOR DETAILS)

- 2022-2025 Duluth Area TIP Modifications #15-18
- FY 2026 Duluth Area Transportation Alternatives Project Update
 - Campus Connector Trail – Segment 5-St Marie St

11. **ADJOURN:** With no further agenda items, discussions or announcements, Chair Kate Ferguson adjourned the meeting at 3:20 pm.

Attachments:



Duluth-Superior Metropolitan Interstate Council
Meeting Summary

2022-2025 DULUTH AREA TIP AMENDMENT #2-5

FY 2022 Duluth Transit Authority New Projects and Cost Increases: The Duluth Transit Authority has requested three additional 2022 projects as well as changes to two programmed 2022 projects. Based on the financial criteria adopted in the MIC Public Involvement Plan, these project changes will require formal TIP Amendments, as follows:

Amendment 2 adds a new project (TRF-0016-22N) to fund a bus rapid transit feasibility study.

Amendment 3 adds new projects (TRS-0016-22TA and TRS-0016-22O) that will be utilizing leftover Lo-No funds and STBGP funds to purchase two new electric buses to replace aging diesel buses.

Amendment 4 modifies the project description for TRS-0016-22J to specifically reference the FY2017, 2018 & 2020 rehabilitation of the DTA Operation Center facility. In addition, it will no longer be using FY2022 funds and will instead be repurposing older, unspent funds.

Amendment 5 adds an additional \$200,000 to the ITS project TRF-0016-22G.

The project details are summarized below:

	4/12/2022	State Project ID	Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$	Year
New Project	Amendment 2	TRF-0016-22N	SECT 5307: DULUTH TRANSIT AUTHORITY; DTA BUS RAPID TRANSIT FEASIBILITY AND CORRIDOR STUDY	FTA	\$ 280,000	\$ -	\$ -	\$ -	\$ 70,000	\$ 350,000	2022
New Project	Amendment 3	TRS-0016-22TA	DULUTH TRANSIT AUTHORITY; PURCHASE TWO (2) CLASS 700 ELECTRIC REPLACEMENT BUSES	STBGP	\$ 891,200	\$ -	\$ -	\$ -	\$ 222,800	\$ 1,114,000	2022
New Project	Amendment 3	TRS-0016-22O	DULUTH TRANSIT AUTHORITY; PURCHASE TWO (2) CLASS 700 ELECTRIC REPLACEMENT BUSES	LO-NO	\$ 837,632	\$ -	\$ -	\$ -	\$ 147,817	\$ 985,449	2022
	Original	TRS-0016-22J	SECT 5307: DULUTH TRANSIT AUTHORITY FACILITIES IMPROVEMENTS	FTA	\$ 720,000	\$ -	\$ -	\$ -	\$ 180,000	\$ 900,000	2022
	Amendment 4	TRS-0016-22J	SECT 5307 FY2017, 2018, & 2020: DULUTH TRANSIT AUTHORITY OPERATION CENTER FACILITY REHABILITATION	FTA	\$1,688,320	\$ -	\$ -	\$ -	\$ 422,080	\$ 2,110,400	2022
	Original	TRF-0016-22G	SECT 5307: DULUTH TRANSIT AUTHORITY; ITS	FTA	\$ 240,000	\$ -	\$ -	\$ -	\$ 60,000	\$ 300,000	2022
	Amendment 5	TRF-0016-22G	SECT 5307: DULUTH TRANSIT AUTHORITY; ITS	FTA	\$ 400,000	\$ -	\$ -	\$ -	\$ 100,000	\$ 500,000	2022

2022-2025 Duluth Area TIP Modifications #15-18

Duluth Transit Authority Cost Changes (SP# TRF-0016-22A, TRF-0016-22B, TRS-0016-22I, TRS-0016-22T)

The Duluth Transit Authority (DTA) requested that costs be updated for several 2022 projects. No changes in scope are being made; however, the project description for TRS-015-22I (Admin Mod 17) is being changed to specify the type of work being done, and the project description for TRS-015-22T (Admin Mod 18) is being changed to reflect the purchase of four rather than five diesel replacement buses.

Based on the financial criteria adopted in the MIC Public Involvement Plan (2021), these project changes do not require formal TIP Amendments and can be made as Administrative Modifications.

These project changes are detailed in the following table.



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Original	TRF-0016-22A	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -	\$ -	\$ -	\$ -	\$ 1,070,475	\$ 1,070,475	2022
Admin Mod 15	TRF-0016-22A	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -	\$ -	\$ -	\$ -	\$ 1,007,000	\$ 1,007,000	2022
Original	TRF-0016-22B	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	FTA	\$1,163,804	\$ -	\$ -	\$ -	\$16,761,361	\$17,925,165	2022
Admin Mod 16	TRF-0016-22B	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	FTA	\$1,129,907	\$ -	\$ -	\$ -	\$16,888,693	\$18,018,600	2022
Original	TRS-0016-22I	SECT 5307: DULUTH TRANSIT AUTHORITY; PAVEMENT AND CONCRETE WORK	FTA	\$ 232,000	\$ -	\$ -	\$ -	\$ 58,000	\$ 290,000	2022
Admin Mod 17	TRS-0016-22I	SECT 5307: DULUTH TRANSIT AUTHORITY; BUS STOP AMENITIES & DESIGN	FTA	\$ 200,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 250,000	2022
Original	TRS-0016-22T	DULUTH TRANSIT AUTHORITY; PURCHASE FIVE (5) CLASS 700 DIESEL REPLACEMENT BUSES	STBGP	\$2,184,000	\$ -	\$ -	\$273,000	\$ 273,000	\$ 2,730,000	2022
Admin Mod 18	TRS-0016-22T	DULUTH TRANSIT AUTHORITY; PURCHASE FOUR (4) CLASS 700 DIESEL REPLACEMENT BUSES	STBGP	\$2,673,600	\$ -	\$ -	\$ -	\$ 668,400	\$ 3,342,000	2022