



TAC Agenda Topics and Project Updates

January 17th, 2023 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
	Chris Carlson	City of Superior – Public Works
	James Gittemeier	City of Duluth
	Jason Jackman	Douglas County
	Todd Janigo	City of Superior – Public Works
	John Mulder	City of Proctor (<i>alternate</i>)
	Cari Pedersen	City of Duluth
	Dena Ryan	WisDOT
	Cindy Voigt	City of Duluth Engineering
	Maren Webb	MnDOT Dist 1
Members Absent		* Excused Absence
	David Bolf	City of Hermantown
	Kate Ferguson*	Duluth Seaway Port Authority
	Jim Foldesi*	St Louis County
	Krysten Saatela Foster*	MnDOT Dist 1
	Chris Lee	City of Duluth
	Jess Rich	City of Proctor
	Karl Schuettler*	Northspan Group
	Tom Werner	Duluth Airport Authority
	vacant	Mobility Challenged Community
	vacant	Active Transportation/Zeitgeist Arts
Others Present		
	Tim Burkhardt	Alliant Engineering
	Ron Chicka	MIC Director
	Andrea Crouse	Zeitgeist – Active Transportation
	Sheldon Johnson	MIC Deputy Director/NWRPC
	Joe Klein	MnDOT
	Kris Liljeblad	MIC-Sr Planner
	Prescott Morrill	MIC Planner
	Barb Peterson	MIC Admin Asst
	Bobbi Retzlaff	FHWA
	Ricky Sarran	MIC-GIS Specialist
	Matt Schreiber	MnDOT



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1. Introductions / Agenda Review

Vice Chair Chris Belden called the meeting to order at 1:31 pm. A "roll call" attendance was taken. When complete, Vice Chair Belden asked if there were any questions or changes to the agenda. Hearing none he continued.

2. COMMITTEE BUSINESS

• Meeting Summary of 12.13.22

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

Table with 2 columns: Motion Discussion and Vote, and description of the motion to approve the 12.13.22 meeting summary.

DIRECTOR'S REPORT:

Ron Chicka quickly updated the following:

Blatnik Bridge funding - after MnDOT & WisDOT applied for federal BIP (Bridge Improvement Program) funds they were denied in favor of other state's projects but will continue to apply. The MIC also assisted in a letter of support for the "Corridors of Commerce" program. These awards will be announced in May of this year. This request was for \$100M.

DRAFT TAC BYLAW REVISIONS:

Chris Belden reviewed the revisions to the TAC Bylaws which include:

The "Chair" position will now be taken over by the MIC Director or whomever he designates; MIC staff will try to keep agenda items to a maximum of 90 min; updated how our meetings held and how votes are taken (Hybrid, Virtual, In-Person). These are the main changes.

Chris then asked for a motion.

Table with 2 columns: Motion Discussion and Vote, and description of the motion to recommend the Revised TAC Bylaws to the Policy Board for approval.

3. 2023-2026 SUPERIOR AREA TIP AMENDMENTS #1-5

Sheldon Johnson provided a description of each of the amendments which include:

- #1 is a Voucher Program for North Country Independent Living throughout an 8 county area (WI)
#2 is the ability for North Country to operate a mobility management program funding staff members who coordinate rides for the region's population seniors and individuals with disabilities
#3 is a requested for engineering work associated with reconstruction of Marina Drive/bridge replacement in the City of Superior
#4 is a request for reconstruction associated with the reconstruction of Marina Drive/bridge replacement in the City of Superior



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#5 is a request for real estate acquisition associated with future work along STH 105 from MN/WI State Line to STH 35 that is already programmed in the TIP for 2024

With no questions or comments Sheldon asked for a motion.

Motion Discussion and Vote	Todd Janigo/Jason Jackman moved to recommend the 2023-2026 Superior Area TIP Amendments 1-5 to the Policy Board for approval. There was no discussion; the motion was approved unanimously.
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4. ADOPTION OF THE MN 2023 SAFETY PERFORMANCE MEASURE #1

Prescott Morrill shared that in accordance with federal law, each MPO must annually adopt five Safety (PM1) performance measure targets by February 27.

The MPO has the option to either adopt and use safety performance measure targets adopted by the state or to develop their own targets. The MIC is proposing to adopt the following performance measure targets established by MnDOT, which will be presented for information at the TAC meeting and for adoption by the MIC Policy Board.

The 2023 targets are equal to the 2022 targets. This will require innovative thinking and sustained support to achieve these goals given recent trends in traffic safety.

Table 1: 2023 Statewide Safety Performance Measure Targets

Performance Metric	Baseline (2017-2021 average)	2023 Target
Number of fatalities	397.0	352.4
Fatality rate (per 100M vehicle miles traveled)	0.695	0.582
Number of serious injuries	1,664.0	1,463.4
Serious injury rate (per 100M vehicle miles traveled)	2.908	2.470
Number of non-motorist fatalities and serious injuries	280.8	258.4

Motion Discussion and Vote	James Gittemeier/Cari Pedersen moved to recommend the 2023 Duluth Area Safety Performance Measure Targets to the Policy Board for approval. There was no discussion; the motion was approved unanimously.
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5. PROJECT UPDATE

- 2023-2026 Duluth Area TIP Administrative Modification #6
- I-35 Corridor Project Update

6. ROUND TABLE

7. **ADJOURN:** With no further agenda items, discussions or announcements, Vice Chair Belden adjourned the meeting at 2:00 pm.



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Attachments:

2023-2026 SUPERIOR AREA TIP AMENDMENTS #1-5

TIP AMENDMENT #1

This project enables North Country Independent Living Center (NCIL) the ability to continue their transportation vouchers program to eligible clients throughout (eight county area including; Ashland, Bayfield, Burnett, Douglas, Iron, Price, Sawyer, and Washburn) northern Wisconsin. The project provides individuals with disabilities and residents aged 55 and over who are experiencing a transportation barrier means of traveling to work, school, shopping, and other events. The vouchers are used to reimburse friends, neighbors and other volunteers who use their own vehicle for transporting disabled individuals. Federal funds for this project are made available through the Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities) Program administered by WisDOT. The project will span January 1, 2023 - December 31, 2023.

2023 Transportation Improvements Projects (Section 5310)

Jurisdiction and Project Number	Project Description		Estimated Costs & Funding Sources			
			Federal	State	Local	Total
North Country Independent Living	Funding of a Voucher Program for individuals with disabilities and others experiencing transportation barriers in 8 NW Counties.	Voucher Program	161,180		161,180	322,360
113-23-008 Amended to TIP in January 2023		TOTAL	161,180		161,180	322,360

TIP AMENDMENT #2

This project enables North Country Independent Living Center (NCIL) the ability to operate a mobility management program funding staff members who coordinate rides for the region’s population seniors and individuals with disabilities, and also work to expand their service, provide outreach and information of transportation options to residents, and work to coordinate rides with other providers. Federal funds for this project are made available through the Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities) Program administered by WisDOT. The project will span January 1, 2023 - December 31, 2023.



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2023 Transportation Improvements Projects (Section 5310)

Jurisdiction and Project Number	Project Description		Estimated Costs & Funding Sources			
			Federal	State	Local	Total
North Country Independent Living 113-23-009 Amended to TIP in January 2023	Funding a mobility manager within NCIL	Mobility Manager	28,304		7,076	35,380
		TOTAL	28,304		7,076	35,380

TIP AMENDMENT #3

A TIP amendment has been requested for engineering work associated with reconstruction of Marina Drive/bridge replacement in the City of Superior. Engineering work is scheduled for 2023.

2023 Transportation Improvements Projects (Roadway)

Jurisdiction and Project Number	Project Description		Estimated Costs & Funding Sources Thousands			
			Federal	State	Local	Total
WisDOT 113-23-010 Amended to TIP in January 2023	Marina Drive Marina Drive N to Barkers Island 0.0 miles STBG-U 8998-00-61	PE ROW CONST	271.24		67.8	339.04
		TOTAL	271.24		67.8	339.04

TIP AMENDMENT #4

A TIP amendment has been requested for reconstruction associated with the reconstruction of Marina Drive/bridge replacement in the City of Superior. Reconstruction work is scheduled for 2026.



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2026 Transportation Improvements Projects (Roadway)

Jurisdiction and Project Number	Project Description		Estimated Costs & Funding Sources Thousands			
			Federal	State	Local	Total
WisDOT 113-23-011	Marina Drive Marina Drive N to Barkers Island 0.14 miles	PE ROW CONST	1,236.38		973.81	2,210.19
Amended to TIP in January 2023	STBG-U 8998-00-62	TOTAL	1,236.38		973.81	2,210.19

TIP AMENDMENT #5

A TIP amendment has been requested for real estate acquisition associated with future work along STH 105 from MN/WI State Line to STH 35 that is already programmed in the TIP for 2024. Acquisition is scheduled for 2023.

2023 Transportation Improvements Projects (Roadway)

Jurisdiction and Project Number	Project Description		Estimated Costs & Funding Sources Thousands			
			Federal	State	Local	Total
WisDOT 113-23-012	STH 105 MN/WI State Line to STH 35 0.0 miles, Real	PE ROW CONST		18.5		18.5
Amended to TIP in January 2023	Estate Acquisition 8760-00-21	TOTAL		18.5		18.5

Minnesota Safety Performance Measures

Pursuant to the regulations promulgated by the Federal Highway Administration (FHWA), MnDOT has established statewide targets for the federal performance measures intended to assess performance of the National Performance Management Measures: Highway Safety Improvement Program (HSIP); 23 CFR Part 490.



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Performance in each target is based on five-year rolling averages to address year-to-year variations and anomalies. The number of fatalities, fatality rate, and number of serious injuries shall be identical to the Highway Safety Plan targets set annually by Department of Public Safety (DPS).

2023 Targets

Minnesota supports setting aspiration targets but these must be achievable. Given the outcomes of 2020 and 2021, a large, sustained reduction would be needed in all measures to maintain the prior methodology of progress toward the Strategic Highway Safety Plan (SHSP) goals of no more than 225 fatalities and 980 serious injuries by 2025. While using a data-driven approach, Minnesota does not support setting targets greater than the prior year.

The 2023 targets are equal to the 2022 targets. This will require innovative thinking and sustained support to achieve these goals given recent trends in traffic safety.

Table 1: 2023 Statewide Safety Performance Measure Targets

Performance Metric	Baseline (2017-2021 average)	2023 Target
Number of fatalities	397.0	352.4
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