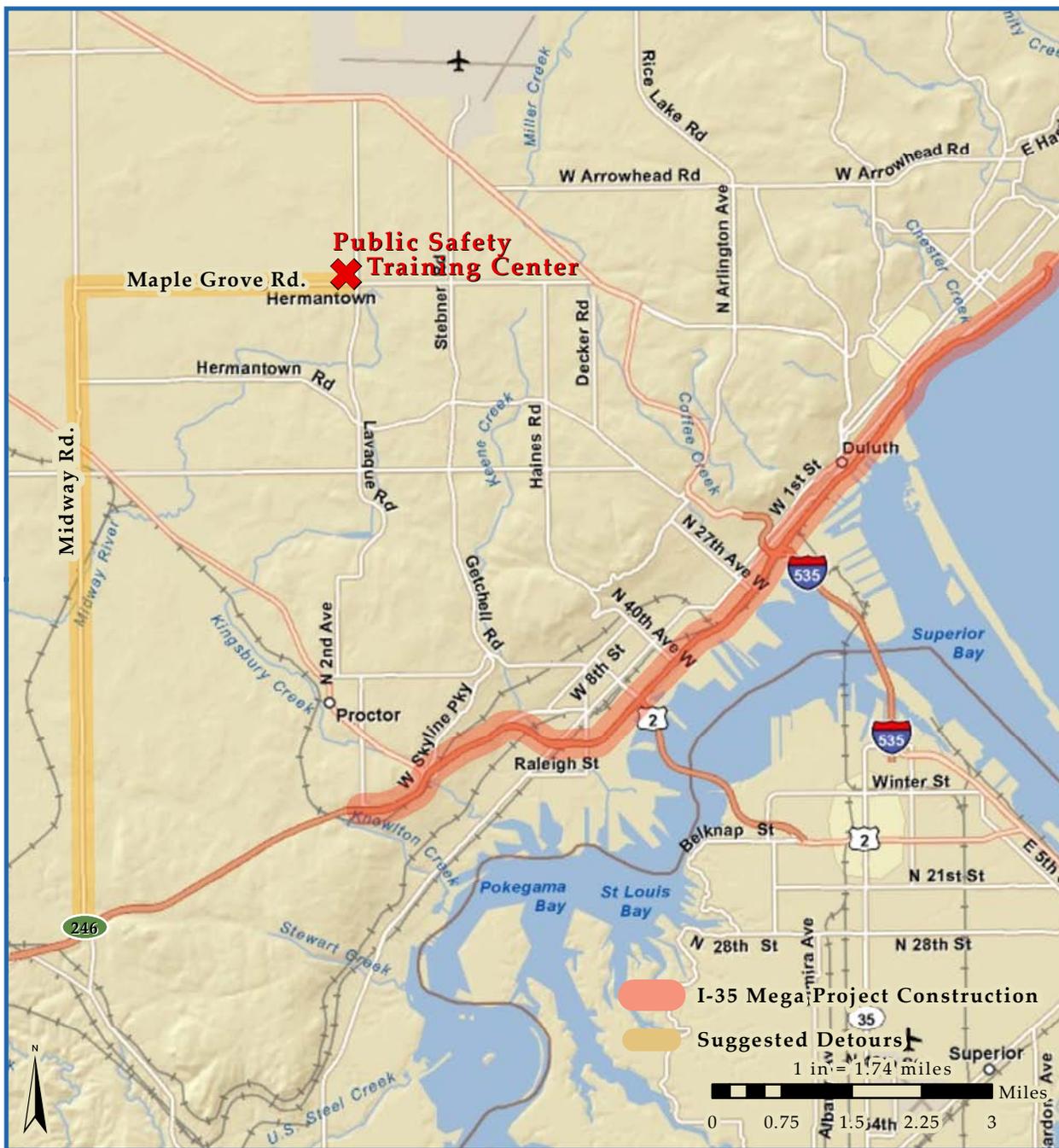




Hermantown Department of Public Safety Training Center

5111 Maple Grove Road Hermantown, MN



Alternative Routes from Twin Cities:
 Take Exit 246 for Midway Rd.; turn Left onto Midway Rd.
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Douglas County Suburban Townships
Broc Allen



Duluth-Superior Metropolitan Interstate Council Policy Board Wednesday, May 15, 2024 @ 6:00 pm MEETING AGENDA

| | |
|---|--------|
| 1. Introductions/Agenda Review | |
| 2. Committee Business | |
| <ul style="list-style-type: none"> Meeting Summary of 4.17.24 (for Approval) Director's Report <p style="text-align: center;">"Open Public Comment Period"</p> | 10 min |
| 3. National Electric Vehicle Infrastructure (NEVI) Program | |
| <ul style="list-style-type: none"> Presentation & Discussion; Kacie Stanek, MnDOT | 15 min |
| 4. 2024-2027 Duluth Area TIP Amendment #6-7 | |
| <ul style="list-style-type: none"> Recommend for approval, Prescott Morrill | 10 min |
| 5. 2024-2027 Superior Area TIP Amendments #11-15 | |
| <ul style="list-style-type: none"> Recommend for approval, Sheldon Johnson | 15 min |
| 6. Long Range MTP 2050 Update | |
| <ul style="list-style-type: none"> Presentation & Discussion; Mike Wenholz | 25 min |
| 7. Round Table | 5 min |
| 8. Project Updates | |
| <ul style="list-style-type: none"> Administration Modification #9-10 to the 2024-2027 Duluth Area TIP Duluth Superior Metropolitan Bikeways Plan 2024 2024 MIC Area Safety Action Plan | 5 min |
| 9. Adjourn | |

Next Meeting
Wednesday, June 26, 2024
Douglas County
6:00 pm



Agenda Item Descriptions

* = Presented for Approval or Adoption

1. INTRODUCTIONS / AGENDA REVIEW

2. COMMITTEE BUSINESS

- Meeting Summary of 4.17.24*
- MIC Director's Report

I-35 and Federal Reconnecting Communities and Neighborhoods Grant – The first (of likely many) was held last month between the City of Duluth, the County, the DOT and the MIC as planning efforts initiate/blend looking at the future for I-35 between West Duluth and the downtown. In the near term (next 2 to 3 years) it will concerning the parameters studied in the City's Reconnecting Communities and Neighborhoods federal award and what could be accomplished along the 5th AW overpass of I-35 since the roadway needs to be addressed in the next 5 to 10 years by the DOT. This locale is also important to the County in its improvements to the Depot and how the Northern Lights Express will be properly accommodated at this site. A robust community engagement effort will be a key aspect of the City's efforts and much of the foundation for possible outcomes as identified in the recent I-35 Plan completed for the MIC and the DOT.

This area of 5th AW by the Depot calls for a much-improved multimodal amenity that connects the Bayfront area (still to be further built) with the Depot and other nearby sites on this particular end of the downtown. Staff from the City anticipates the effort to kick-off in the first or second quarter of 2025. Furthermore, though much of the discussion for now focused on the 5th AW area, the City's award is also to be focused on improved (future) multimodal connections in the Spirit Valley area of the Interstate.

Twin Ports Interchange (TPI) Update – We recently sent out an updated timeline for all MIC committees as detailed by the DOT. By the end of this season, there is commitment to complete Hwy 53 down to 21st AW exit; with the remainder of the work (bridges/ramps) connecting to I-35 and I-535 by the end of next season. For I-535 at the foot of the Blatnik, the goal is to open it to four lanes (TPI to foot of bridge) with ramps to/from southbound Garfield opening this Fall; northbound ramps at Garfield next Fall.

2024 Update of the MIC's Title VI & Language Access Plans - In accordance with federal Title VI requirements and guidance from MnDOT's Office of Civil Rights, the MIC prepares a Title VI Plan to document how we ensure that no person or group of persons shall, on the grounds of race, color, or national origin, be excluded from participation in the MIC's planning activities. The Language Access Plan documents how the MIC will provide meaningful access t for persons



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with limited English proficiency. It's required that these plans be updated every three years and approved by the governing entity responsible for policy decisions.

As part of this update, we need to document the related demographic composition of our Board and Committee members. **Tari will be sending out a brief survey to you later this week, and we request that you complete it so we can complete the assessment as required.**

Changes from the 2021 to the 2024 version are expected to be minimal and will be presented for Board approval in June.

Letter(s) of Support

- a) City of Duluth – In support of Duluth's own City-wide traffic safety measures, a Safe Road Zones grant application is being solicited. This will aid traffic enforcement efforts and signage in problem zones; specifically the Twin Ponds area of Skyline and corridors to the west of here towards Haines. Long term safety improvements will be studied as well.
- b) Duluth Seaway Port Authority – Federal Maritime Port Infrastructure Development Grant – In support of the Port's \$33.8M request (state match of \$8.45M) toward continued rehabilitation efforts for several sites near/along the Rice's Point area and Clure Public Marine Terminal.
- c) City of Superior – Federal Maritime Port Development Planning Grant – In support of the City's application for a grant to improve multimodal marine, rail and truck transportation and logistics at the Elkhorn Marine Terminal (53-acre site near Jeff Foster Trucking).

3. NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI) PROGRAM

MnDOT received \$68 million from the federal NEVI formula program to build electric vehicle fast chargers across the state. This funding was included in the 24-27 STIP as a statewide (District C) set-aside. In December 2023 MnDOT released a Request for Proposal to install 18 charging stations along Alternative Fuel Corridors I-94 and I-35; one of these projects will be in the MIC area. MnDOT is now breaking the original set-aside funds into 18 smaller projects, which requires amending the MIC TIP to include one of the projects. MnDOT will manage this project entirely, which includes awarding funding for construction and five years of operations and maintenance. Kacie Stanek, Grants and Contracts Coordinator with the Office of Sustainability and Public Health for MnDOT, will be presenting more on this item.



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4. 2024-2027 DULUTH AREA TIP AMENDMENTS #6-7*

Amendment #6

MnDOT is requesting the addition of a new project along the I-35 corridor as part of their efforts to expand access to electric vehicle charging stations (TIP Project ID# 8821-385). This project is intended to fund the installation of charging stations at I-35 exits 256B, 255A, 253B, 252, and 249.

- Total project cost = \$843,000
 - Federal funding = \$590,100
 - State funding = \$168,600
 - Other local funding = \$84,300

Amendment #7

The Duluth Transit Authority is requesting an administrative change to their accounting of mobility management funds to include expenditures for grant applications to be bundled into two-year line items. As such, the line-item total project cost for TIP Project ID #TRF-9069-25 is increasing per the amounts listed below.

- Total project cost in year 2024 = \$152,582 (up from \$92,958 in FY2024)
 - a. Federal Funding in year 2024 = \$122,066 (up from \$77,465 in FY2024)
 - b. Other/local funding in year 2024 = \$30,516 (up from \$15,493 in FY2024)

5. 2024-2027 SUPERIOR AREA TIP AMENDMENTS #11-15*

TIP AMENDMENT #11

A TIP amendment has been requested by WisDOT for preliminary engineering/reimbursement to Minnesota towards the IH 535 Blatnik Bridge replacement project (St. Louis River BR B16-0005-0001 to 0005). WisDOT funds transfer to MnDOT scheduled for 2024.

2024 Transportation Improvements Projects (Roadway)

| Jurisdiction and Project Number | Project Description | | Estimated Costs & Funding Sources | | | |
|---|--|--------------|-----------------------------------|----------|-------|-----------|
| | | | Thousands | | | |
| | | | Federal | State | Local | Total |
| WisDOT 113-24-022 Amended to TIP in May 2024 | IH 535 - Blatnik Bridge Replacement | PE | | 5,680.92 | | 5,680.920 |
| | Preliminary Engineering/reimburse ment to MnDOT | ROW CONST | | 0 | | |
| | B16-0005-0001 to 0005 0.0 miles 100% WisDOT State Funding 1199-00-10 | TOTAL | | 5,680.92 | 0 | 5,680.920 |



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TIP AMENDMENT #12

A TIP amendment has been requested by WisDOT for preliminary engineering/reimbursement to Minnesota towards the IH 535 Blatnik Bridge replacement project (St. Louis River BR B16-0005-0001 to 0005). WisDOT funds transfer to MnDOT scheduled for 2024.

2024 Transportation Improvements Projects (Roadway)

| Jurisdiction and Project Number | Project Description | | Estimated Costs & Funding Sources Thousands | | | |
|---|---|--------------------|--|-------|-------|---------|
| | | | Federal | State | Local | Total |
| WisDOT 113-24-023 Amended to TIP in May 2024 | IH 535 - Blatnik Bridge Replacement Preliminary Engineering/reimburse ment to MnDOT B16-0005-0001 to 0005 0.0 miles 10% WisDOT State and 90% Federal (Earmark) 1199-00-11 | PE ROW CONST | 7,500 | 833.4 | | 8,333.4 |
| | | TOTAL | 7,500 | 833.4 | | 8,333.4 |

TIP AMENDMENT #13

A TIP amendment has been requested by WisDOT for preliminary engineering towards the IH 535 Blatnik Bridge replacement project (St. Louis River BR B16-0005-0001 to 0005). Work scheduled for 2026.

2026 Transportation Improvements Projects (Roadway)

| Jurisdiction and Project Number | Project Description | | Estimated Costs & Funding Sources Thousands | | | |
|---|--|--------------------|--|-------|-------|-------|
| | | | Federal | State | Local | Total |
| WisDOT 113-24-024 Amended to TIP in May 2024 | IH 535 - Blatnik Bridge Replacement Preliminary Engineering B16-0005-0001 to 0005 0.0 miles 53% WisDOT Bond and 47% MnDOT 1199-00-12 | PE ROW CONST | | 2,491 | 2,209 | 4,700 |
| | | TOTAL | | 2,491 | 2,209 | 4,700 |



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TIP AMENDMENT #14

A TIP amendment has been requested for preliminary engineering for a future reconstruction of CTH C scheduled for 2024.

2024 Transportation Improvements Projects (Roadway)

| Jurisdiction and Project Number | Project Description | | Estimated Costs & Funding Sources Thousands | | | |
|---|--|--------------------|--|-------|-------|-------|
| | | | Federal | State | Local | Total |
| WisDOT 113-24-025 Amended to TIP in May 2024 | CTH C MN State Line – STH 35 S Barnes Road to Irondale Road 0.0 miles County Funding 8758-00-05 | PE ROW CONST | | | 15 | 15 |
| | | TOTAL | | | 15 | 15 |

TIP AMENDMENT #15

A TIP amendment has been requested for preliminary engineering for a future reconstruction of CTH C scheduled for 2024.

2024 Transportation Improvements Projects (Roadway)

| Jurisdiction and Project Number | Project Description | | Estimated Costs & Funding Sources Thousands | | | |
|---|---|--------------------|--|-------|-------|-------|
| | | | Federal | State | Local | Total |
| WisDOT 113-24-026 Amended to TIP in May 2024 | CTH C MN State Line – STH 35 Irondale Rd to STH 35 0.0 miles County Funding 8758-00-06 | PE ROW CONST | | | 15 | 15 |
| | | TOTAL | | | 15 | 15 |

Questions regarding this project should be directed to Sheldon Johnson at 715-635-2197 or by email at sjohnson@nwrpc.com.

6. LONG RANGE MTP 2050 UPDATE

Every MPO is federally required to prepare and update a long-range Metropolitan Transportation Plan (MTP), the key plan of each MPO. An MTP provides the overall vision for the region’s transportation system, includes goals and objectives to help meet the vision, identifies projects that can be included in future TIPs, and provides the underpinning of the



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MPO's work program. The MIC is required to update its long-range MTP at least once every 5 years. The next MTP update is due this October. MIC staff have been working on numerous tasks to support the MTP update for many months.

Several draft MTP chapters, an updated socio-economic demographic report, and a map and list of performance-based planning derived priority projects will be provided prior to the meeting. We will use part of the time to discuss and ask for feedback on these materials. Remaining performance-based planning project evaluation details will be discussed, as needed. A general timeline for upcoming work will also be discussed.

7. ROUND TABLE DISCUSSION

8. PROJECT UPDATES

2024-2027 Duluth Area TIP- Administrative Modification #9

Additional Federal Scenic Byway Funds Applied to Project 118-060-013

The City of Duluth requested a cost increase for an existing 2024 Project (TIP Project ID #118-060-013) to add interpretive signage on Skyline Parkway at Bardon Peak Outlook with the use of \$757,000 in additional federal Scenic Byway funds. The total project cost increase is less than 50% of the original project cost. Based on the criteria adopted in the 2021 MIC Public Involvement Plan, this change does not require a formal TIP Amendment and has been made by MIC staff as an Administrative Modification.

2024-2027 Duluth Area TIP – Administrative Modification #10

Project Description Change to Project 118-080-065

The City of Duluth requested a change to the project description for an existing 2025 project on Garfield Ave/Port Terminal Road (TIP Project ID 118-080-065), in response to the National Highway Administration's request to change the language to include "concrete pavement repairs." The project year, scope and cost are not affected. Based on the criteria adopted in the 2021 MIC Public Involvement Plan, this project change does not require a formal TIP Amendment and has been made by MIC staff as an Administrative Modification.

Duluth Superior Metropolitan Bikeways Plan 2024

The 2024 Duluth Superior Bikeways Plan is an update to the existing 2019 Bikeway Plan (as opposed to a full update). As such, MIC staff has been working on updating language to more relevant, contemporary vision and goals, as well as updates to existing infrastructure and improvements since the last publication of this Bikeway Plan.



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2024 MIC Safety Action Plan

MIC staff is continuing to work with AECOM to draft the MIC Safety Action Plan. At present, the project team is reviewing Safety Emphasis Areas that pertain to various streetscape contexts, and what types of implements may be used in the future to mitigate safety risks. Additionally, MIC staff, with the assistance of our AECOM consultants, are working towards an inventory of all applicable road sections and intersections where these safety measures may be implemented.

9. ADJOURN