



Meeting Summary

* = Approval Item

Note Taker(s)	Barb Peterson	
Members Present		
	Members Present	
	Broc Allen	Douglas County Suburban Townships
	Ed Anderson	City of Superior – Citizen Rep
WI Co-Chair	Nick Baker	Douglas County Board of Supervisors
	Warren Bender	Superior Common Council
MN Co-Chair	Wayne Boucher	City of Hermantown
	Earl Elde	St. Louis County Suburban Townships
	Bill Fennessey	Douglas County Board of Supervisors
	Adam Fulton	City of Duluth
	Ashley Grimm	St. Louis County
	Janet Kennedy	Duluth City Council
	Rosemary Lear	Douglas County Board of Supervisors
	Mike Mayou	Duluth City Council
	Sam Pomush	Douglas County Board of Supervisors
	Bob Quade	City of Rice Lake
	Tom Szukis	DTA
	Jenny VanSickle	Superior City Council
	Chad Ward	City of Proctor
Members Absent		* Excused Absence
	Nick Ledin	Superior City Council
Others Present		
	Dale Bergeron	Citizen
	Ron Chicka	MIC Director
	Jim Fox	MnDOT
	Duane Hill	MnDOT Dist 1
	Pat Huston	MnDOT Dist 1
	Tom Lamb	MnDOT Dist 1
	Kris Liljebblad	MIC Sr Planner
	Barb Peterson	MIC Admin Asst
	Ricky Sarran	MIC GIS Specialist



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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).



Meeting Summary

7. MIC/MnDOT I-35 CORRIDOR PROJECT UPDATE

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

Nick Baker made a motion to support the NLX project which was seconded by Broc Allen.

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

11. ADJOURN: With no further agenda items, discussions or announcements, Chair Boucher adjourned the meeting at 8:41 pm.



Meeting Summary

Attachments:

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
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

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.



Duluth-Superior Metropolitan Interstate Council
 Policy Board
 April 20th, 2021 Meeting

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