



TAC Agenda Topics and Project Updates

April 18th, 2023 Meeting

Duluth-Superior Metropolitan Interstate Council Meeting Summary

* = Approval Item

Note Taker(s)	Barb Peterson	
Members Present		
	Chris Belden	Duluth Transit Authority
	Chris Carlson	City of Superior – Public Works
	Jim Foldesi	St Louis County
	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
	Cari Pedersen	City of Duluth
	Dena Ryan	WisDOT
	Karl Schuettler	Northspan Group
	Cindy Voigt	City of Duluth Engineering
	Maren Webb	MnDOT Dist 1
	Tom Werner	Duluth Airport Authority
	Skip Williams	Active Transportation
Members Absent		* Excused Absence
	David Bolf	City of Hermantown
	Kate Ferguson*	Duluth Seaway Port Authority
	Jess Rich	City of Proctor
	vacant	Mobility Challenged Community
Others Present		
	Andrea Crouse	Zeitgeist Arts/Active Transportation
	Sara Husen	DOT
	Sheldon Johnson	MIC Deputy Director/NWRPC
	Kris Liljeblad	MIC Sr Planner
	Prescott Morrill	MIC Planner
	Barb Peterson	MIC Admin Asst
	Bobbi Retzlaff	FHWA
	Ricky Sarran	MIC-GIS Specialist
	Erika Shepard	MnDOT Central Office
	Brad Utecht	MnDOT
	Rondi Watson	MIC – Communications Coordinator



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1. Introductions / Agenda Review

Sheldon Johnson, MIC Deputy Director called the meeting to order at 1:33 pm. A “roll call” attendance was taken. When completed, Ron asked if there were any questions or changes to the agenda. Hearing none he continued.

2. COMMITTEE BUSINESS

• **Meeting Summary of 3.14.23**

Sheldon then asked if there were any questions or changes to the March meeting summary.

Motion Discussion and Vote	Chris Belden/Jim Foldesi moved to approve the 3.14.23 meeting summary. There was no further discussion; the motion was approved unanimously.
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DIRECTOR’S REPORT:

See Agenda Item Descriptions in Meeting Pkg.

3. GUEST SPEAKER: BRAD UTECH, PROJECT DIRECTOR; MNDOT

• **20-YEAR MINNESOTA STATE HIGHWAY INVESTMENT PLAN (MNSHIP)**

Brad Utech started by describing what the Plan is - Minnesota’s 12,000-mile state highway system plays a key role in supporting the state’s economy and quality of life. Businesses rely on the system to move their goods and raw materials throughout the state. In addition, state highways connect Minnesotans to other transportation networks and to state, national and global markets. The Minnesota Department of Transportation (MnDOT) is responsible for constructing, operating, and maintaining this system. The 20-Year Minnesota State Highway Investment Plan (MnSHIP) is MnDOT’s vehicle for deciding and communicating capital investment priorities for the system for the next 20 years.

Brad continued describing the investment category descriptions. MnDOT invests in the state highway system through various types of capital improvement projects. Some projects enhance the condition of existing infrastructure, while others add new infrastructure to the system. MnDOT tracks capital investment in highways by investment categories. Investment categories are components of projects. A single MnDOT project can include investment from multiple different investment categories. The 2013 version of MnSHIP identified 10 investment categories. This MnSHIP update includes four additional investment categories. The individual categories are separated into five major investment objective areas as illustrated in Figure ES-1.

Figure ES-1: MnSHIP Investment Categories and Objective Areas

System Stewardship	Transportation Safety	Critical Connections	Healthy Communities	Other
<ul style="list-style-type: none"> • Pavement Condition • Bridge Condition • Roadside Infrastructure Condition • Facilities • Jurisdictional Transfer 	<ul style="list-style-type: none"> • Traveler Safety 	<ul style="list-style-type: none"> • Twin Cities Mobility • Greater MN Mobility • Freight • Bicycle Infrastructure • Accessible Pedestrian Infrastructure 	<ul style="list-style-type: none"> • Regional + Community Improvement Priorities 	<ul style="list-style-type: none"> • Project Delivery • Small Programs



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He continued describing the 20-year revenue projection. During the next 20 years, MnDOT estimates that \$21 billion in revenue will be available for capital investment on the state highway system – approximately \$1 billion per year. This estimate assumes that no new major sources of revenue will be introduced and that the majority of MnDOT’s future revenues will originate from four main revenue sources (federal aid, state gas tax, tab-fees and motor vehicle sales tax).

MnDOT anticipates that the actual amount of funding it receives from the State Trunk Highway Fund will increase by approximately 2 percent per year over the next 20 years. However, two key trends will make it increasingly difficult for MnDOT to sustain current conditions on the state highway system:

Construction costs are growing more quickly than revenues: Expected revenues will lose buying power as construction costs continue to grow at an annual rate of 4.5 percent. Revenue growth continues to be slow: Vehicles are becoming more fuel efficient and vehicle miles travelled has remained flat over the last decade.

For more information about the plan you can find it here: [MnSHIP Final Plan](#)

4. 2023-2026 DULUTH AREA TIP AMENDMENT #11

Prescott Morrill gave a description of the TIP amendment which has been requested to add a new project to the 2023-2026 Duluth Area TIP. The City of Duluth was awarded a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant award for the Lincoln Park Active Transportation Corridor project on West Superior Street. The City was awarded this RAISE grant funding by the U.S. DOT in August 2022. The project is a full reconstruction of 1.6 miles of West Superior Street from Carlton Street to West Michigan Street.

Design and preliminary engineering work is currently underway. Construction is scheduled to start in 2025. Based on the criteria adopted in the MIC Public Involvement Plan, this addition requires a formal TIP amendment to the 2023-2026 Duluth Area TIP.

- 118-109-021RA includes RASIE grant funding and local match, for a total project cost of \$31,248,950

Motion Discussion and Vote	Skip Williams/Krysten Saatela Foster moved to recommend the 2023-2026 Duluth Area TIP Amendment #11 to the Policy Board for approval. There was no discussion; the motion was approved unanimously.
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5. 2023 SUPERIOR & DULUTH AREA PERFORMANCE MEASURES #2 & 3

Sheldon Johnson & Prescott Morrill presented a brief description of of what Performance Measures are and why they are required. They included that all MPOs across the country must adopt performance measures for Infrastructure Condition (PM2) and System Reliability (PM3) by June 14, 2023. They may either (a) adopt their state’s targets or (b) establish their own, quantifiable 4-year targets.

Sheldon presented the WI targets and Prescott presented the MN targets. The tables can be found at the end of this summary.



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Motion Discussion and Vote	Jim Foldesi/Todd Janigo moved to recommend the 2023 Superior Area Performance Measures 2 & 3 to the Policy Board for approval. There was no discussion; the motion was approved unanimously.
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Motion Discussion and Vote	Cindy Voigt/Chris Belden moved to recommend the 2023 Duluth Area Performance Measures 2 & 3 to the Policy Board for approval. There was no discussion; the motion was approved unanimously.
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6. 2027 DULUTH AREA TIP AND TA PROJECTS OVERVIEW

Prescott Morrill & Ricky Sarran gave an overview of the new projects for the 2024-2027 Duluth Area TIP along with the TA projects that were approved at the ATP meeting yesterday.

The TA projects include:

- Campus Connector Segment #4: College St, from 19th Ave E to Woodland Ave (\$550,000)
- Campus Connector Segment #6: 32nd Ave E & Congdon Park Dr from Lakewalk to E 1st St. (\$955,000)
- Arrowhead Rd: Sidewalk construction from Menard Dr to Haines Rd (\$616,000)

STBGP Projects:

Railroad Street: 118-118-005, RR St from 5th Ave W to Canal Park Dr – resurface, curb-and-gutter, sidewalk/ADA (\$1,300,000 – SUBJECT TO CHANGE)

40TH Ave W: Full reconstruct, sidewalk, curb-and-gutter (\$3,785,000 in FY 2026, \$1,035,000 FY 2027 AC Payback)

DTA Projects:

TRANSIT OPERATIONS	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	\$ 24,863,138
TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	\$ 1,386,205
TRANSIT GRANT CAPITAL IMPROVEMENT (MAINTINANCE VEHICLE)	SECT 5339: DULUTH TRANSIT AUTHORITY; PURCHASE TWO(2) SUPPORT VEHICLES FOR MAINTENANCE	\$ 167,600
TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5339: DULUTH TRANSIT AUTHORITY; PURCHASE FORKLIFT	\$ 55,000
TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5307: RAPID TRANSIT STATION IMPROVEMENTS	\$ 2,458,461
TRANSIT VEHICLE PURCHASE	DULUTH TRANSIT AUTHORITY; PURCHASE ONE (1) CLASS 400 REPLACEMENT BUS	\$ 320,000

7. PROJECT UPDATE (see mtg packet)

- Safety Action Plan
- I-35 Corridor Plan



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8. ROUND TABLE

- Grant fund available from Safe Streets for All
- Andrea Crouse announced that the Mayor's Event will be May 19th

9. **ADJOURN:** With no further agenda items, discussions or announcements, Director Chicka adjourned the meeting at 2:46 pm.



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ATTACHMENTS:

2023-2026 DULUTH AREA TIP AMENDMENT #11

RAISE Grant for West Superior St, City of Duluth Project ID 118-109-021RA

A TIP amendment has been requested to add a new project to the 2023-2026 Duluth Area TIP. The City of Duluth was awarded a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant award for the Lincoln Park Active Transportation Corridor project on West Superior Street. The City was awarded this RAISE grant funding by the U.S. DOT in August 2022. The project is a full reconstruction of 1.6 miles of West Superior Street from Carlton Street to West Michigan Street.

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The project details are summarized below:

Jurisdiction and Project Number	Project Description		Estimated Costs & Funding Sources			
			Federal	State	Local	Total
City of Duluth 118-109-021	W Superior St from Carlton St to W Michigan St. Reconstruction, streetscape and EV charging stations.	TOTAL	24,999,160	0	6,249,790	31,248,950

2023 SUPERIOR AREA PERFORMANCE MEASURES #2 & 3

Infrastructure Performance Measures and 2022-2025 Targets (PM2)

Measure	Baseline	2-Year Target	4-Year Target
Percent of NHS* Bridges in Good Condition	51.3%	>49.0%	>48.0%
Percent of NHS Bridges in Poor Condition	2.6%	<3.0%	<3.0%
Percent of Interstate Pavement in Good Condition	65.9%	>60.0%	>60.0%
Percent of Interstate Pavement in Poor Condition	0.3%	<4.0%	<4.0%
Percent of Non-Interstate NHS Pavement in Good Condition	36.3%	>30.0%	>30.0%
Percent of Non-Interstate NHS Pavement in Poor Condition	4.2%	<10.0%	<10.0%



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System Reliability Performance Measures and 2022-2025 Targets (PM3):

Measure	Baseline	2-Year Target	4-Year Target
Percent of Reliable Person Miles on the Interstate	96.4%	92.5%	93.0%
Percent of Reliable Person Miles Reliable on the Non-Interstate NHS	93.9%	91.0%	89.5%
Truck Travel Time Reliability Index	1.20	1.3	1.3

2023 DULUTH AREA PERFORMANCE MEASURES #2 & 3

MnDOT Infrastructure Performance Measures and 2018-2021 Targets (PM2)

Measure	Baseline	2-Year Target	4-Year Target
Percent of NHS* Bridges in Good Condition	31.8%	30%	35%
Percent of NHS Bridges in Poor Condition	5.8%	5%	5%
Percent of Interstate Pavement in Good Condition	70.9%	60%	60%
Percent of Interstate Pavement in Poor Condition	0.6%	2%	2%
Percent of Non-Interstate NHS Pavement in Good Condition	61.4%	55%	55%
Percent of Non-Interstate NHS Pavement in Poor Condition	0.5%	2%	2%

*NHS = National Highway System

MnDOT System Reliability Performance Measures and 2022-2025 Targets (PM3):

Measure	Baseline	2-Year Target	4-Year Target
Percent of Reliable Person Miles on the Interstate	94.4%	82%	82%
Percent of Reliable Person Miles Reliable on the Non-Interstate NHS	96.1%	90%	90%
Truck Travel Time Reliability Index	1.24	1.4	1.4