

**NE MN ATP Meeting Summary
November 2, 2015
Duluth Public Safety Building**

Present

Members Present

Bryan Anderson
Jim Foldesi
Larry Killien
Bob Manzoline
Robert Herling
Scott Johnson
Nancy Sannes
Krysten Foster
John McDonald
Cindy Voigt
Gary Peterson
James R Newman
Mike Tardy
Jason Holliday
Dave Danz
Ron Johnson
Ron Chicka
John Welle
Don Niemi
Karin Grandia
Julie Kennedy
David Betts
Wade Pavleck
Earl Elde
Rick Goutermont
Mark Lebrun
Jarrett Valdez
Sara Dunlap
Kirby Becker
John Minor
Rex Bordson

Representing

MnDOT District 1
St. Louis County
MnDNR
St. Louis & Lake Counties Regional Rail Authority
MIC
MnDOT District 1
MnDOT District 1
Lake County
MnDOT District 1 State-Aid
City of Duluth
Carlton County
Carlton County
Carlton County
Fond du Lac Band
Grand Portage Tribal Council
Duluth Seaway Port Authority
MIC
Aitkin County
Aitkin County
Itasca County
City of Grand Rapids
Cook County
Koochiching County
Midway Township
Lake County
Pine County
ARDC
MnDOT Central Office
MnDOT Central Office
MnDOT District 1
MnDOT District 1

Cindy Voigt called the meeting to order at 10:00 am.

Committee Business

ATP Chair Nomination

Cindy Voigt opened up the meeting with an announcement that Krysten Foster was nominated as the RTAC Chair for the coming year at the RTAC meeting. She mentioned how generally the RTAC Chair

holds the responsibility of being the ATP Chair. *Mike Tardy/Jim Foldesi motioned to nominate Krysten as the ATP Chair. The motion carried.*

Approval of April 9th Meeting Summary

There were no changes or additions that needed to be made to the April 9th meeting summary. *John Welle/Karin Grandia motioned for approval of the meeting summary. The motion carried.*

2015-2016 Program Status

2015 Local Projects

John McDonald provided an overview of the 2015 Local Projects. Most projects are complete with a few that are wrapping up. Some project highlights include the lighting project in Cook County that is not completely finished. The pole still needs to be installed and the project will be completed in either January or February. In Itasca County, engineering work is being performed on the Riverwalk Trail and a Safe Routes to School project in Deer River. The trail in Koochiching County is also wrapping up, as there is still kiosk installation work that is being done. Also projects in St. Louis County are moving ahead which include construction on Arlington Avenue; chevron installation; and a dynamic warning system project that was rebid and awarded. The City of Duluth has traffic control projects that they are working on as well as construction of the Cross City Trail. If there are any questions regarding 2015 Local Projects, please contact John.

2016 Local Projects

John also provided an overview of the 2016 Local Projects in which he informed the ATP with highlights including a funds swap between Carlton and St. Louis Counties for a federal aid project. Itasca County plans to build the Big Fork Riverwalk Trail which is designated as a Safe Routes to School Project. John mentioned that there are a number of St. Louis County projects that will be underway in 2016 such as sidewalk installation on Rice Lake Road and reconstruction of 4th Street in Duluth.

FY 2016 MnDOT Projects

Nancy Sannes provided an update of FY 2016 MnDOT Projects. She mentioned first thing that the [2016-2019 STIP](#) was approved and is available for viewing online. Nancy stated that some projects that were color coded on the spreadsheet have been let including a few Trunk Highway 53 projects (6915-133 and 6916-104) and MNTH 194 (6933-90). Two I-35 projects (5880-186 and 5880-191) are tied to each other as MnDOT will perform bridgework and extra money is available for an unbonded concrete overlay. A January letting is expected for these projects. Additionally, I-35 will have some CPR work from 26th Ave E to the tunnels in Duluth. Work is expected to start next summer.

Nancy also informed everyone that CPR on the approach to the Blatnik Bridge most likely will be delayed. The Highway 53 Relocation Project in Virginia was recently let and awarded. Contracts for the project will be developed shortly. Work at the intersection of I-35 and MNTH 33 in Cloquet may start up in 2017 or 2018. MnDOT will likely have to purchase right-of-way and extend the frontage road as part of the scope of work for the project. Finally, CPR work on MNTH 194 from MnDOT District 1 Office down to I-35 will be scaled back and try to be coordinated with another project in either 2017 or 2018. More information on the project will come at a later date.

Proposed 2020 MnDOT Projects

Nancy reported on MnDOT’s proposed 2020 projects. She mentioned that the projects listed in the spreadsheet are not official and that the project leads/contacts are a new addition to the spreadsheet if there are questions or concerns regarding any particular projects. Also new to the spreadsheet were three SPP columns, representing the Statewide Performance Program which are programed in the NHS within the bridge and pavement category. The bridge management system and pavement management system is used to determine which projects on the NHS should be programed. There is also a DRMP (District Risk Management Program) column which includes projects not programed on the NHS and projects that are not pavement and bridge. This includes roadside infrastructure, bike/ped, etc...However, the biggest risk is still pavement and it takes a higher priority for funding. Also included is the 2020 Funding Targets/Investment Guidance, which comes from the MnSHIP 10-Year Plan.

Some project highlights include work on the Blatnik Bridge. The project was originally proposed for 2019, however, coordination with WisDOT has moved the time back to 2020. In addition, a study on the bridge is expected to be completed, helping to inform MnDOT and WisDOT what work exactly needs to be done on the bridge for the entirety of its life. It was identified that the bridge is one of the top two biggest risks in the district. Other projects mentioned include bridge replacement on MNTH 61 over Silver Creek with a slight realignment, as well as bridge replacement over Stewart River. Nancy stated that scoping is moving slowly for the Highway 61 bridge replacement at Stewart River and she is uncertain whether or not the project will be ready for 2020.

2017-2020 ATIP

Funding Targets/Investment Guidelines

Bryan Anderson informed the ATP members of the funding targets/investment guidelines for the region. He stated that the 2020 targets are based off of the 2019 targets due to the fact that the 2020 targets have not been set yet. The targets will be updated sometime in December.

ATP 1: FY 2020 Federal and State Transportation DRAFT Funding		
Funding Source	District 1	Locals
Surface Transportation Program		
Statewide (DRMP)	\$23,200,000	
Small Urban		\$2,200,000
Rural		\$3,200,000
Highway Safety Improvement Program		
District Managed	\$1,200,000	
ATP Managed		\$1,300,000
Transportation Alternatives Program		
Statewide		\$400,000
Small Urban		\$200,000
Rural		\$300,000
State Trunk Highway Funds (DRMP)	\$34,400,000	
Statewide Performance Program Pavement	\$5,800,000	
Statewide Performance Program Bridge	\$1,500,000	
Total	\$66,100,000	\$7,600,000

Regarding transit, Bryan mentioned the \$250,000, which would be taken care of by Central Office; there has not been a firm commitment in writing from St. Paul to alleviate that cost. As a result, Bryan will leave that \$250,000 in the funding targets until he receives notice otherwise. It is expected for the funds to be included into the pot for urban roads and bridges. Also, Bryan hasn't received a written commitment from Central Office to move forward with the proposed matching program for rural transit, consisting of the region contributing \$400,000 while Central Office would provide \$400,000 as a match. Bryan stated that the solicitation for local projects will be occurring soon. The announcement and applications will be sent out by email for transit and local projects. Applications will be due during the first week of January along with the TAP applications.

Transportation Alternatives Program

Jarrett Valdez provided an overview of the Transportation Alternatives Program (TAP) solicitation that is currently happening. He provided the ATP information on important deadlines for applicants to be aware of. Concurrently, the Safe Routes to School (SRTS) Infrastructure Grant solicitation is open as well. This year, applicants have been required to complete the TAP Letter of Intent (LOI) for eligibility to pursue SRTS infrastructure funds. The call for LOI's was between October 1st and October 31st. LOI's submitted are as followed:

Sponsoring Agency (Location)	Project Name and Description	COSTS		
		Amount Requested	Project Total	Project Type
City of Northome	Resurfacing of Northome Bike/Ped Trail: This project is seeking funds to resurface and replace 2-3 culverts along the 1.62 mile non-motorized trail connecting the City of Northome with Northome School.	\$104,000	\$130,600	TAP (Bike/Ped Trail)
St. Louis & Lake Counties Regional Rail Authority (Northern St. Louis County)	Mesabi Trail - SLC Hwy 88 to Ely Segment: This project is seeking funds to construct a 3 mile section of the Mesabi Trail, located between St. Louis County Road 88 and the City of Ely as part of the larger Mesabi Trail regional network.	\$600,000	\$900,000	TAP (Bike/ Ped Trail)
City of Grand Rapids	Grand Rapids Corridor Improvement Project: This project is seeking funds create a multi-use trail on the north side of Highway 2 from County Road 63 into the City of Grand Rapids. It will connect the existing trail on County Road 63 to an existing bike lane.	\$420,000	\$525,000	TAP (Bike/Ped Trail)

City of Aitkin	<p>Rippleside Elementary Sidewalk Rehabilitation and Street Improvement:</p> <p>This project is seeking funds to replace the existing sidewalk in front of Rippleside Elementary School during the same time as the City will be replacing water and sewer lines. The project also consists of widening 2nd Avenue SW for the ease of school buses to provide a safe zone for students entering and exiting the school.</p>	\$45,600	???	Safe Routes to School
St. Louis County Public Works	<p>Stoney Point Wayside Project:</p> <p>This project is seeking funds for construction of the Stoney Point Wayside on Lake Superior off Scenic Highway 61. Work will consist of rehabilitation of the parking area, reconstruction of the retaining walls, creating ADA accessible viewing areas.</p>	\$640,000	\$800,000	TAP (Wayside/ Scenic Turnout)
St. Louis County Public Works	<p>French River Wayside:</p> <p>This project is seeking funds for construction of the French River Wayside off Scenic Highway 61. Work will consist of ADA accessible view points and trails, parking lot improvements and widening the current bridge over French River to accommodate bicyclists and pedestrians.</p>	\$480,000	\$600,000	TAP (Wayside/ Scenic Turnout)
City Cloquet	<p>Pinehurst Park Pedestrian/Multi-Use Trail:</p> <p>This project is seeking funds to extend the pedestrian/multi-use trail along the west side of TH 33 from Carlton Ave. south approximately 1,900 ft. to Big Lake Rd. in the City of Cloquet.</p>	\$640,120	\$808,900	TAP (Bike/Ped Trail)
Cook County	<p>Cook County/Grand Marais School to Town Connection:</p> <p>This project is seeking funds to construct a trail to safely connect the school zone in Grand Marais to the residential and village center destinations via the Grand Marais Corridor Bike Trail.</p>	\$100,000	\$138,000	Safe Routes to School
Fond du Lac Band of Lake Superior Chippewa	<p>Fond du Lac SRTS Sidewalks:</p> <p>This project is seeking funds to construct a sidewalk system around the Fond du Lac Ojibwe School, Head Start, Early Head Start, Tribal Center, and other Tribal Buildings in the immediate area.</p>	\$258,400	\$323,000	Safe Routes to School

City of Barnum	SRTS Sidewalk Infrastructure Improvements: This project is seeking funds to install connecting segments to the existing sidewalk system to allow for safe travel between the elementary school, high school, city park and downtown area.	\$153,040	\$191,300	Safe Routes to School
City of Duluth	Brighten Beach Multi-Use Path: This project is seeking funds to provide a multi-use path through Brighten Beach Park to connect the Lakewalk with designated bike lanes along the North Shore Scenic Byway creating a continuous commuter trail the length of Duluth.	\$387,995	\$557,743	TAP (Bike/Ped Trail)
City of Ely	17th Avenue East Improvements: This project is seeking funds for improvements to support the Vermilion Community College Pedestrian Access and proposed housing units. Work includes the pedestrian access to the downtown area, pedestrian warning crossing signs and flashing lights at T.H. 169 are proposed.	\$100,000	\$1,582,800	TAP (Bike/Ped Improvements)
Bois Forte Reservation	Walking/Bike Trails Project: This project is seeking funds to construct approximately 5,000 ft. of walking and biking trails in the Nett Lake and Vermilion communities.	\$500,000	???	TAP (Bike/Ped Trail)
Totals	13 Projects (TAP - 9 and SRTS - 4)	\$4,429,155	\$6,557,343	

Overall, 13 LOIs were submitted (9 for TAP and 4 for SRTS). The LOI review period will be between November 2nd and November 13th. Applicants will be notified whether or not to proceed with the full TAP and SRTS applications following November 13th. The full application deadline for both solicitations will be January 8th, 2016.

Minnesota Transit Investment Plan

Sara Dunlap from the MnDOT Office of Transit gave a presentation regarding the 2016 Greater Minnesota Transit Investment Plan. She gave background of a previous 2009 plan which was a strategic long-range plan that helped identified changes and future needs for transit throughout the State. From that plan, the 2011 plan was derived, which was a legislative requirement. It was created on the basis of identifying how much it would cost to provide the transit needs stated in the 2009 plan. As a result of increased funding, the main purpose of the 2016 plan will be to update the investment priorities and expand transit access in Greater Minnesota. Some emphases on the 2016 plan will be to reach out to stakeholder groups such as seniors, low-income populations, the homeless population, veterans, new Americans, and individuals with disabilities.

To date, MnDOT is working on the technical analysis component and discussing investment priority strategies for the plan. An example of a technical analysis trend Sara mentioned was environmental justice which includes a series of map creations to highlight the Transit Dependency Index. She informed everyone that there is a relatively low transit dependency within District 1, but there are high dependency areas in Duluth and Hibbing. MnDOT is also requesting that transit agencies around the state provide maps of their service areas as an overlay to the Transit Dependency Index and see if the data matches up. Sara also stated that currently many transit services are distributing surveys to transit riders as a way for MnDOT to gain input as well as identify what transit needs customers are looking for. Additionally, an online survey is available too. MnDOT will be also utilizing the Wiki-Mapping tool as a way for users to pin-point their trips and destinations as well as the frequency they travel to their destinations. More traditional public presentations and outreach will take place at future dates for the development of this plan.

Minnesota State Highway Investment Plan (MnSHIP)/Minnesota Statewide Multimodal Transportation Plan (SMTP)

Kirby Becker from the MnDOT from the Office of Transportation System Management gave a presentation regarding information on both MnSHIP and SMTP. He also included survey handouts for each ATP meeting participant to complete before leaving the meeting. Kirby differentiated that the SMTP is the highest level policy plan that MnDOT has and it guides all of the systems including MnSHIP. SMTP is a 20-year policy plan that is legislatively mandated for updating every four years. Regarding the development of the SMTP, Kirby explained that outreach is underway for the plan. The overall goal is to reach out to as many Minnesotans with diverse backgrounds as possible. The SMTP has six policy objectives such as: accountability, transparency, and communication; transportation in context; critical connections; asset management; traveler safety; and system security. Each policy objective will have specific strategies, some for each mode. The plan will be conducted in three steps:

1. Review/assessment of the 2012 SMTP.
2. Examine trends such as demographic, technology, modal usage behaviors, and others.
3. Engage the public, which has already started.

MnSHIP was explained to impact modes and systems such as walking, biking, freight, and transit. It is also a requirement for the plan to be updated every four years. The plan is being conducted in a five step process:

1. Assessment/review of previous 2013 MnSHIP.
2. Identify investment categories – last MnSHIP had 10 investment categories.
3. Revenue projections.
4. Developing investment scenarios.
5. Decide on an investment scenario and make modifications.

Kirby mentioned that MnDOT has added three additional investment categories to the current update of MnSHIP. These include making sure the highway system is owned at the right level – jurisdictional transfer between the Counties and MnDOT; facilities (rest areas and weigh stations); and small programs (example - investment and construction of noise walls). It is anticipated that there will be approximately \$20 billion over the next 20 years for capital Trunk Highway funds. Kirby broke down

where the forecasted money may come from and also briefly described the development of some investment scenarios. Finally, he announced that stakeholder forums would be held in Mankato, Minneapolis, and Brainerd. More information for both SMTP and MnSHIP, including an online survey can be accessed at <http://www.minnesotago.org/>.

Other Business

Bryan presented Duluth Seaway Port Authority representative, Ron Johnson with a certificate of appreciation for his services to the ATP and the RTAC. Ron stated that Jim Sharrow will be replacing him as the Port Authority representative for both the ATP and RTAC.

Also, Nancy reiterated that the STIP is available for viewing and if there are any changes that need to be made, contact MnDOT to begin the amendment process.

Cindy Voigt/John McDonald motioned to adjourn the meeting. The motion carried.

The meeting was adjourned at 11:45 a.m.