



RTAC MEETING SUMMARY
April 5, 2012
Midway Township Town Hall
Duluth, MN

Attendees:

Alan Goodman	Area County Engineers
Bill Bennett	Chambers (LHB)
Bob Manzoline	SLC & LC RRA
Bryan Anderson	Mn/DOT
Catherine McLynn	Itasca County
Cavour Johnson	Pedestrian/Bicycles
Don Mohawk	Mn/DOT
Doug Grindall	Koochiching County
Jack Larson	Rural Transit – Arrowhead Transit
John Welle	Aitkin County
Judy Ness	USFS
Mark LeBrun	Pine County
Steve Kniefel	St. Louis County Townships
Walter Leu	Mn/DOT State Aid
Wayne Olson	Carlton County
Holly Kostrewski	TZD (Toward Zero Deaths)
Jon Mason	ARDC
Liz Sarabia	ARDC
Andy Hubley	ARDC

1. Welcome and Introductions

Call to order by John Welle, Vice Chair at 12:05 PM. Introductions followed including the new representatives and guest speaker.

2. Committee Business

Call for approval of agenda, no changes or discussion. Motion by Jack Larson/Bill Bennett; passed unanimously.

Call for approval of January 23, 2012, Meeting Summary; no changes or discussion. Motion by Walter Leu/Al Goodman; passed unanimously.

Jon Mason provided the update on membership. There are still three openings: airport, MIC, environment. Responses are pending for MIC and the airport opening. At the previous meeting, it was suggested someone from the Environmental Quality Board may be a candidate for the environmental position, but no one knew anyone specifically on the board. After further discussion, Jon will follow through on more names and check the bylaws for membership requirements.

3. Toward Zero Death (TZD) Presentation by Holly Kostrzewski

Holly Kostrzewski is the Northern Region TZD Coordinator for MN DOT. After providing her background in working as the TZD Coordinator for this region, Holly reviewed the reason that Minnesota has embraced the Zero Deaths program. She provided some the statistics which were internationally, nationally and regionally based along with the causes of serious accidents and fatalities. She also provided the reason why the State of Minnesota embraced the program: 600+ deaths between 1995 and 2002 trend was going upward.

Based upon a model from Sweden, Minnesota decided to use a multi-disciplinary prong approach in which the Office of Public Safety addresses the behaviors, MN DOT works on the infrastructure and the Dept. of Public Health focuses on the medical service aspect. Their approach has been for continuous improvement, engage partners such as RTAC and counties, and evidence based data. They use the four E's approach: education, engineering, enforcement (which includes the courts/justice side), and emergency medical and trauma services. Efforts have also been seen legislatively with alcohol limits, provisional licenses, etc. Discussion continued with an explanation of trauma designation and its impact. Though zero deaths may not be totally achievable, approximately 90% of crashes are behavior related and only so much engineering can be done. The goal is to have all four of the E's in each of the counties.

Holly continued with contributing factors for serious injuries since they are the next closest to fatalities. They have noticed an upward trend in unbelted crashes in northern MN in 2011 which results in higher fatalities than other parts of the state. She concluded with an overview of their efforts through law enforcement visibility, using media, usage of the trauma system and outreach/drivers education.

4. Project Updates

Jon Mason presented the project updates.

Starting with the Beaver Bay Trailhead, he reported for Bonnie Hundrieser, project manager, that Lake County approved LHB to design the trailhead parking lot, road improvements to Country Road 4, and parking improvements for the Beaver Bay Historical/Information Center. Work will be continuing in May and

June with the development of interpretive and informative kiosks which is a collaborative effort with the MN DNR, historical society and others. Construction is slated for 2014. Al Goodman added that County Road 4 is also scheduled to be worked on. Andy Hubley also mentioned the improvements to other similar sites along Highway 61.

Work has been ongoing for the Lake Vermilion Trail Plan Implementation. Ellen Pillsbury, project manager, assisted Bois Forte in preparing and submitting an application to the MN DNR for funding to extend their existing trail another 2500 ft. Funding is still being sought for the Lake Vermilion Resort Association's feasibility study.

Andy Hubley and Jon have been working with the City of Orr. Several funding sources have been sought out for the Orr Community Improvement Design project. This project would be for a non-motorized connection in the city, public access and lakefront design, lighting, etc. A grant application was submitted to Northeast Minnesota Sustainable Development Partnership (NMSDP) which will be presented to that board on May 14th. An application has been submitted to the Duluth Superior Area Community Foundation, it is still under review. The Blandin Foundation rejected a grant inquiry. Work continues on the Transportation Investment Plan with additional meetings scheduled.

Josh Bergstad has been working with the City of Ranier on its Transportation System Evaluation. A meeting was held with City staff for a pre-evaluation which will help in determining evaluation criteria. A windshield evaluation and site survey will be scheduled for April. This project was needed as Ranier's annexation nearly quadrupled its population and area.

Jon proceeded with the 2016 Enhancement awards. There had been 14 applications for \$5 million. Five projects were selected for 2016:

- Bigfork RiverWalk Trail: \$275,000
- Gitchi-Gami State Trail- Beaver River Bridge to West Road Segment: \$500,000
- Grand Rapids Mississippi Riverfront Pedestrian Bridge: \$296,696
- Helmet Hero Bicycle Education: \$57,494
- Mesabi Trail- Soudan to Ely: \$394,000

Total Amount Awarded: \$1,523,190. These projects will bring in approximately \$3 million in improvements.

This year Safe Routes to School funding solicitations began in March with applications due April 27th. There is approximately \$1.2 million available for 2012. There are two grant areas: one for planning and one for implementation. These are separate grants and the monies will be divided between the two programs. The SRTS grants require no match and this year the RDC's have

been asked to solicit and administer the grants versus the SHIP coordinators. However, there are no sidewalks in this year's funding.

The next update provided by Jon was for MnDOT new miles/conditional miles verification. This is a continuous project to the RDC's. A base map was provided to ARDC along with a spreadsheet indicating questionable miles. ARDC identifies the segments, makes adjustments and/or verifies the data, then sends the corrected spreadsheet back to Office of Transportation and Data Analysis. Discussion followed about functional classifications, minimal maintenance roads, etc.

Though adopted by the ARDC Board in November, 2011, the Local Human Services Transit Coordination Plan has received additional funding. These funds are to be used for a meeting of the Steering Committee which will have expanded membership to include Veterans' and Military Service organizations. The Steering Committee will discuss outcomes, identify implementation strategies, and recommend projects for future federal and state funding applications. The work plan will identify project champions. At least one Steering Committee meeting is required before the project end date of June 30th.

5. Regional Transportation Planning Grant

At past spring meetings of the RTAC, the announcement of the Regional Transportation Grant In-Kind project is made and solicitation approved. Up to \$25,000 is available for planning projects with a maximum grant of \$10,000 and a minimum of \$5,000 being available as in-kind planning. Applications are received, reviewed and presented for approval at the final RTAC meeting for the current fiscal year. Work on the selected and approved projects would be scheduled for the upcoming fiscal year.

However, ARDC has four projects it is proposing for FY 2013. In their proposed work plan for 2013, funding for RTAC administration, GIS projects and functional classification and statewide planning would be remain the same. The change requested would affect the in-kind planning funds.

As a result of discussions at several RTAC meetings, the first proposed project would be to determine the economic benefit of transportation projects. This would entail identifying whether ARDC would be suitable for this type of project. Then, if they can, proceed to develop a scope of work to complete this type of project.

The second proposed project would be a joint venture between three RDCs – Headwaters RDC (Lake of the Woods County), Northwest RDC (Roseau and Kittson Counties), and ARDC (Koochiching County). The project would be a corridor management plan (CMP) for Trunk Highway 11 from Ranier in Koochiching County to Hallock in Kittson County. The CMP would address the

entire byway. Corridor management plans address the intrinsic values as well as transportation, historic, recreational, etc. values of a byway. A grant application to the National Scenic Byway Foundation is pending funding while the State Scenic Byway Commission has provided its support by ranking this as the #2 project in the state. The match would be shared among the RDC's, each providing 1/3. ARDC would be the lead for this project. Some discussion followed regarding funding.

A Community Transformation Grant (CTG) from the Center for Disease Control and Prevention has been awarded to the Arrowhead Region Community Health Board. This \$600,000 is for 5 years and is for implementing strategies for improving the health of citizens in the Arrowhead Region with the expectation of controlling health care costs. The grant focuses on tobacco usage, healthy eating, active living and clinical services. The Minnesota Department of Health (MDH) will be contracting with ARDC to provide active living planning and implementation. The RTAC would provide the local match. This project would require one full time employee per region and will be advancing Active Living to a new level. Discussion followed regarding the CTG award, relationship to SHIP, contractual period.

The final proposed project would be the Local Transit Service Coordination Plan by County. This is a project coordinated with the Arrowhead Area Agency on Aging (AAAA) and results from discussions regarding transport for veterans and seniors to medical appointments. ARDC has been working with AAAA to determine the scope of this project. The project would consist of five steps: 1) Kick off (in conjunction with the Local Human Services Transit Coordination Plan); 2) transit options by county; 3) transit needs by county; 4) transit recommendations and 5) implementation of prioritized recommendations. This will include looking at transit regionally as well as county-wide. A document will be presented to stakeholders and the public with implementation scheduled for January/February 2013.

Discussion followed on the breakdown of the proposed RTAC funding for FY 2013 as well as availability of state monies for regional projects. The discussion also included a request that ARDC attend discussions for the Twin Metals project in Ely.

6. Functional Classification Administration Update

Jon Mason discussed the resolution to change the process for functional classification changes which was discussed at the last RTAC meeting. The resolution will be coming to the ARDC Board for approval. Discussion followed reviewing the reasoning for the change and its impact. (Refer to Item 8. Other Business in the January 23, 2012, meeting summary.)

7. Other Business

The next meeting will be after the ATP meeting in June and will include the review of the work plan and annual report as well as project wrap-ups. It was suggested that a site visit to Essar Steel or have a meeting in Itasca County having the Cross Range Expressway as a topic.

8. Adjourn

Catherine McLynn moved for an amendment to the January 23rd meeting summary, to change Itasca County to Aitkin County for John Welle/seconded by John Welle; passed unanimously.

Meeting adjourned after motion.