



UMVRDC (Region 6W) TAC and ATIP Meeting

March 25th at 1pm

Teams Meeting

Agenda:

- I. Welcome with Introductions.
- II. Brief Background on ATIP Process
- III. District 8 Project Review – Lindsey Bruer
- IV. District 4 Project Review – Mary Safgren
- V. TAC – Open Discussion

Participants:

- Bill Pauling, Chippewa County Commissioner and District 8 ATP Member
- Mary Safgren – MnDOT District 4 Planning Director
- Ted Nelson – Transportation Manager at Prairie Five CAC, Inc. RIDES
- Lindsey Bruer – MnDOT District 8 Planning Director
- Jeremy Gilb – Chippewa County Engineer
- Megan DeSchepper – MnDOT District 8 Principal Planner
- Sam Muntean – Lac qui Parle County Engineer
- Gary Johnson – Yellow Medicine County Commissioner and District 8 ATP Member
- Dan Morovetz – Yellow Medicine County Assistant Engineer
- Todd Broadwell – MnDOT District 8 State Aid Engineer
- Lucas Olson – Benson City Council and District 4 ATP Member
- Andy Sander – Swift County Engineer, Yellow Medicine County Engineer
- Chad Kingstrom – UMVRDC Planner

Discussion:

Lindsey Bruer and Mary Safgren reviewed upcoming projects in Districts 4 and 8 out to 2025 as well as the projects scheduled for the upcoming 2021 construction season. The Hwy 75 project from Madison to Bellingham was specifically mentioned. The road is open with paving complete and only permanent pavement markings, and seal coats left to be completed. The virtual open house website was shared with the group. The Milan bridge is open but may experience occasional lane closures due to riprap restoration.

Comments:

Gary Johnson, Yellow Medicine County Commissioner and District 8 ATP Member:

Johnson shared a recent incident where a semi-truck had gone off the road on Hwy 59 in Yellow Medicine County not far from where shoulder widening had stopped. He felt that shoulder widening should have continued in the corridor and may have prevented the accident. No one was seriously hurt in the incident but believes shoulder widening is a safety issue. Johnson is concerned that the issue has been discussed a lot and is wondering what has to happen for the issue of shoulder widening in the corridor to be addressed. He mentioned that shoulder widening also needs to be done on Hwy 40 leading out of Willmar and acknowledged the shoulder widening project on Hwy 68 but wondered why one corridor should not be finished before starting another. He feels that District 8 funds have been too heavily spent in the north east part of the district. He believes strongly in the ATP process and doesn't resent the funds spent outside the district to improve Hwy 23 but doesn't want the SW part of the district to be forgotten.



Lindsey Bruer, MnDOT District 8 Planning Director:

Bruer responded to Johnson's concerns about shoulder widening by reassuring him that multiple avenues are being pursued to address the issue and recognizes Johnson's frustration. District 8 is in the middle of a shoulder widening prioritization study to help staff know what corridors should be addressed first since there are so many corridors that need widening, the study should be done sometime this summer. Additionally, there are many potential new funding sources that are being discussed nationally and at the statewide level that could help with getting shoulder widening projects into the program. Potential funding sources include a new federal transportation bill, federal stimulus dollars for transportation, federal earmarks, new state transportation dollars through bonding, Corridors

of Commerce, and stimulus funding. Since shoulder widening projects are so expensive (typically more than half of the yearly dollars D8 gets), we will need new funding to program shoulder widening projects. As far as how projects are selected, MnDOT programs projects based on performance and need. Need is identified by our pavement and bridge models that predict future condition and projects are selected and funds are distributed in a way to maintain good performance throughout the state.

[Bill Pauling, Chippewa County Commissioner and District 8 ATP Member :](#)

Pauling brought up the importance of considering bike and pedestrian accommodations in project development to anticipate future need. Pauling also expressed his support for shoulder widening in rural areas.

[Ted Nelson, Transportation Manager at Prairie Five RIDES:](#)

Nelson shared that they are excited to be receiving new buses and new vans in the near future. Waiting to purchase four new buses in the 2020 year and in 2021 Prairie Five has been selected for six buses and one van. It's the first year they are able to purchase vans through MnDOT funding.

[Chad Kingstrom, UMRDC:](#)

Kingstrom shared the outreach that has been done for this ATIP process. A press release was sent to all local papers asking for comments on the ATIP by asking the public to go to the UMRDC website where the maps and project lists were available along with an online comment form. The information was shared via social media as well. At this point, there were no comments from the public on the 2022-2025 ATIP. The ATIP maps and project lists, along with project pages for upcoming 2021 construction, will remain on the UMRDC Transportation web page. He asked participants to share the website.