



TAC Agenda Topics and Project Updates

March 14th, 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
	John Mulder	City of Proctor (<i>alternate</i>)
	Cari Pedersen	City of Duluth
	Karl Schuettler	Northspan Group
	Cindy Voigt	City of Duluth Engineering
	Maren Webb	MnDOT Dist 1
	Skip Williams	Active Transportation
Members Absent		* Excused Absence
	David Bolf	City of Hermantown
	Kate Ferguson*	Duluth Seaway Port Authority
	Jess Rich	City of Proctor
	Dena Ryan*	WisDOT
	Tom Werner*	Duluth Airport Authority
	vacant	Mobility Challenged Community
Others Present		
	Bryan Anderson	MnDOT Dist 1
	Zach Chappell	Alliant Engineering
	Ron Chicka	MIC Director
	Duane Hill	MnDOT Dist 1
	Beth Kallestad	MnDOT Sustainability Planner
	Colin Korst	FTA
	Kris Liljeblad	MIC Sr Planner
	Prescott Morrill	MIC Planner
	Barb Peterson	MIC Admin Asst
	Ricky Sarran	MIC-GIS Specialist
	Erika Shepard	MnDOT Central Office
	Matt Schreiber	MnDOT
	Bob Sullivan	MARAD
	Rondi Watson	MIC – Communications Coordinator



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1. Introductions / Agenda Review

Ron Chicka, MIC Director called the meeting to order at 1:32 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 2.14.23

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

Motion Discussion and Vote	Jim Foldesi/Skip Williams moved to approve the 2.14.23 meeting summary. There was no further discussion; the motion was approved unanimously.
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DIRECTOR’S REPORT:

Ron briefly reviewed the items included in the meeting packet including working on the committee to increase the State Funding MPOs receive and the most Letters of Support.

3. GUEST SPEAKER: BETH KALLESTAD, MNDOT PRINCIPAL SUSTAINABILITY PLANNER

- MNDOT ELECTRIC VEHICLE INFRASTRUCTURE PLAN

Beth began describing what the NEVI Program is; National Electric Vehicle Infrastructure. It includes the following work products and more details can be found on the Websites included:

EV Charging Minimum Standards EV Charging Minimum Standards Final Rule
Build America Buy America Implementation Plan to Enhance Buy America Standards for EV Charging Build America Buy America Implementation Plan to Enhance Buy America Standards for EV Charging
NEVI Deployment Plan Approvals FY22/23 EV Infrastructure Deployment Plan Approvals

These Federal program funds must be used first to Build out Alternative Fuel Corridors (AFCS) first before spent on non-AFC corridors. MnDOT’s first year of funding will focus on the build-out of NEVI compliant chargers along the existing AFCs in Minnesota: I-94 and I-35. They are looking for 3rd parties to host and be the service providers of the stations. MnDOT will not own, operate or maintain.

Beth continued describing the Charger requirements for full build out:

- Level 3 DC Fast Charging
- Located every 50 miles
- Located <1-mile from AFCs
- 4 150 kW fast chargers at each site

If you know someone who might be interested, please have them contact Beth @ elizabeth.croteau.kallestad@state.mn.us



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She also reviewed the Cost Estimate:

- Charger costs assume a full NEVI-compliant build-out of (4) 150kW chargers
A range of costs have been identified
Setting (urban and un-developed rural will cost the most, developed but expandable the least)
Range from \$1,200/kW - \$2,000/kW
The assumed planning-level cost per station is \$900,000 (\$1,500/kW)
I-94 (8 stations) = \$7.2M
I-35 (8 stations) = \$7.2M
Initial Build Out: \$14.4M (Slightly more than Year 1 + Match)

For more information, Beth’s presentation can be found here: Meeting Attachments

4. 2023-2026 SUPERIOR AREA TIP AMENDMENT #6 & 7

Ron reviewed the Superior TIP amendments #6 & 7.

TIP AMENDMENT #6

A TIP amendment has been requested by the Wisconsin Department of Transportation for preliminary engineering work associated with resurfacing (cold in place) portions of STH 35 between CTH B South to 69th Street. Engineering work is scheduled for 2023.

TIP AMENDMENT #7

A TIP amendment has been requested by the Wisconsin Department of Transportation for preliminary engineering work in 2023 (appraisal plats) for future real estate acquisitions to support the IH535 Blatnik Bridge reconstruction.

Table with 2 columns: Motion Discussion and Vote, and content: Todd Janigo/Jason Jackman moved to recommend the 2023-2026 Superior Area TIP Amendments 6 & 7 to the Policy Board for approval. There was no discussion; the motion was approved unanimously.

5. 2023-2026 DULUTH AREA TIP AMENDMENT #10

The City of Duluth has requested additional funding, and an expansion of scope for Project ID 118-090-026. This expanded project will connect the Cross City Trail (CCT) from a proposed shared use path (SUP) along the north side of Raleigh St in West Duluth to the CCT along N 59th Ave W. The new total project cost of \$1,150,000 in FY 2023.



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Amendment #10 includes funding for an expansion of the project scope and total project cost of \$1,150,000 in FY2023.

Table with 2 columns: Motion Discussion and Vote, and Chris Belden/Kristen Foster moved to recommend the 2023-2026 Duluth Area TIP Amendment #10 to the Policy Board for approval. There was no discussion; the motion was approved unanimously.

6. CARBON REDUCTION PROGRAM

Prescott reviewed the details of the program. The Carbon Reduction Program (CRP) is a new funding source outlined in the recent IJA/BIL legislation aimed at project that decrease overall carbon emissions. Funds are allocated based on population, not road infrastructure/facility ownership. As a part of this program, the MIC has been allocated approximately \$270k in FY 2023, and slightly higher amounts in the following years. The allocation of these funds for the first few years will be largely at the discretion of the MIC, and will be subject to a Carbon Reduction Strategy (CRS), which will be drafted in the near future, and will apply to the distribution of funds from FY 2025 going forward. The MIC has been working on a strategy to implement these funds with a subgroup of jurisdiction representatives from our Technical Advisory Committee, with more details to come.

7. PROJECT UPDATE

I-35 Corridor Plan Update

The MIC and MnDOT planning project for I-35 is advancing with work on alternative solutions to address identified deficiencies within the 14-mile corridor. Bolton and Menk is the MIC's consultant and they led a public outreach event at Denfeld High School in November. Subsequent outreach to Midway Township, the City of Proctor, Duluth Parking Commission, and the Friends of West Duluth Parks and Trails followed. All the input obtained revealed anxiety about final solutions and expressed interest in follow up meetings. Heading into Spring, the team is preparing for a more solutions-based outreach effort.

MIC Safety Action Plan

The Safe Streets For All federal program stimulated the MIC jurisdictions to begin a planning effort to identify improvement needs across the system. In 2022 the MIC hired AECOM to track the arterial system collisions from 2017-2021 and documented them by type. The collisions included fatalities and injuries in both Duluth and Superior, of which 3% were fatal, 17% were serious injuries, and 80% had minor injuries. The work will continue into 2023, preparing a comprehensive safety action plan that identifies prioritized recommendations to guide traffic safety efforts to reduce and/or eliminate risk factors for roadway crashes. A Project Management Team comprised of representatives of state, county, and municipal agencies will guide the work.

Howard Gnesen Rd Project

Howard Gnesen Rd is an important transportation corridor in the cities of Duluth and Rice Lake that currently does not offer safe or comfortable options for walking and bicycling. St. Louis County received a grant from the Minnesota Department of Transportation (MnDOT) to help the County prepare an Active Transportation Plan for Howard Gnesen Rd between West Arrowhead Rd and Martin Rd. The Plan will



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compile input from people who live, work, go to school or travel along the road and identify alternatives to improve active transportation along or near Howard Gnesen Rd.

St. Louis County has a long-term vision to reconstruct Howard Gnesen Rd. This planning effort starting in 2023 is critical to begin forming a vision for the future of this corridor and is the first step in a multi-year process. Public engagement and input will continue to occur throughout the process of redesigning Howard Gnesen Rd.

8. ROUND TABLE

9. **ADJOURN:** With no further agenda items, discussions or announcements, Director Chicka adjourned the meeting at 2:53 pm.