



**Duluth-Superior Metropolitan Interstate Council  
Meeting Summary**

*\* = Approval Item*

<b>Note Taker(s)</b>	Tari Aanonsen, MIC Administrative & Finance Assistant	
<b>Members Present</b>		
In at 1:40 pm	Chris Belden	Duluth Transit Authority
	David Bolf	City of Hermantown
In at 1:36 pm	Chris Carlson	City of Superior – Public Works
	Kate Ferguson	Duluth Seaway Port Authority
	Jim Foldesi	St Louis County
	Derek Fredrickson	MnDOT District 1
	James Gittemeier	City of Duluth
	Todd Janigo	City of Superior – Public Works
	Cari Pedersen	City of Duluth
	Mae Sommerfeld	WisDOT NW Region
	Cindy Voigt	City of Duluth Engineering
	Maren Webb	MnDOT District 1
	Tom Werner	Duluth Airport Authority
In at 2:17 pm	Skip Williams	Active Transportation
<b>Members Absent</b>		* Excused Absence
	Jason Jackman*	Douglas County
	Chris Lee*	City of Duluth
	Jess Rich	City of Proctor
	Vacant	Economic Development
	Vacant	Mobility Challenged Community
<b>Others Present</b>		
	Bryan Anderson	MnDOT District 1
	Carol Andrews	St Louis County/BPAC Member
	Ron Chicka	MIC Director
	Jason Gottfried	MnDOT Central Office – MPO Coordinator
	Patrick Huston	MnDOT District 1
	Justin Johnson	WisDOT Central Office - MPO Coordinator
	Sheldon Johnson	NWRPC
	Yauhen Karatai	MIC Policy Board
	Jeremy Kroke	Duluth Transit Authority
	Pete Marthaler	MnDOT District 1
	Eli Norlander	MIC Transportation Planner
	Dean Ryan	WSB
	Richard Sarran	MIC Senior GIS Specialist
	Rondi Watson	MIC Senior Planner/Communications Specialist
	Mike Wenzholz	MIC Principal Planner



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1. Introductions / Agenda Review

Ron Chicka, MIC Director, called the meeting to order at 1:31 pm. A "roll call" attendance was taken. When completed, Director Chicka then asked if there were any questions or other changes to the agenda. There were none.

2. Committee Business

- Meeting Summary of 6.17.25\*

Director Chicka then asked if there were any questions or changes to the June meeting summary.

Table with 2 columns: Motion Discussion and Vote, and content: Maren Webb / James Gittemeier moved to approve the 6.17.25 meeting summary. There was no further discussion; the motion was approved unanimously.

Director's Report

Director Chicka gave a brief overview of the items listed in the written Director's Report, as found in the agenda packet.

3. Airport Infrastructure Renewal Update

Tom Werner presented an overview of the past five years of planning activities for Duluth International Airport and Sky Harbor, as well as a forecast for the next five years.

Strategy I: Infrastructure (Replacement or Maintenance)

Duluth International Airport:

- Alpha Taxiway
Traffic Control Tower
Expansion of Ramp
Realignment of Taxiway C North

Sky Harbor Airport

- New Arrivals and Departures Building
New Snow Remove Storage Facility

Strategy II: Economic Development

- Redevelop blighted buildings/properties
New Life Link III Hanger & Training Facility
Development of Green Space
Diversify Revenue Sources
- Business Parks
- Industrial Areas
- MN Power/Rice Lake Expansion of Utilities



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#### 4. Twin Ports Interchange and Blatnik Bridge Updates

Peter Marthaler from MnDOT gave an update of the Twin Ports Interchange (TPI) project, which primarily is a project that removes the blind merge issues by including a lane for each route traveling through this roadway. Most recently, the last deck pouring was completed in July. Remaining work includes deck overlays, painting, lighting, signs, and under bridge parking at Michigan and 1<sup>st</sup> Street. A city park is planned for the area at 22<sup>nd</sup> Ave W and 1<sup>st</sup> Street. The TPI project is on track to be completed by the middle of October.

Pat Huston from MnDOT gave an update of the Blatnik Bridge Replacement project. The most recent months have seen the preparation of the RFP for the procurement of a contractor/design firm. The type of contract will be a Design Build, which allows room for the contractor to play to their strengths. Rights of way have been completed on the Minnesota side; the Wisconsin side is still in progress. The layout will remain aligned with the current structure and includes a 12' shared use path for multimodal use. The two potential designs are either a Tied Arch, or a Cable Stay bridge design. Each contractor who responds to the RFP will choose which of the two designs they will utilize.

The release of the final Design Build RFP is scheduled for June 26, 2026, and the contract will be awarded on August 22, 2026. The contract will be awarded based upon the "Best Value" selection method. The Blatnik will be closed for 4-5 years, beginning in 2027 with the start of major construction and ending in 2032. The total project cost is 1.8 billion.

Most of the preparation work prior to construction will take place on the Wisconsin side and will include the resurfacing of Winter Street, and the placement of temporary advanced warning messenger signals in Superior. MnDOT has been working jointly with the Duluth Superior Twin Ports Business Alliance to have conversations supporting the opportunities for the growth of business throughout this project. One possibility will be guided cruise ship tours that share details of the construction project.

#### 5. 2025-2028 Superior Area TIP Amendment #13\*

Sheldon Johnson gave a detailed overview of the Superior Area TIP Amendment, as listed below:

##### **TIP AMENDMENT #13**

A TIP amendment has been requested by WisDOT to include a future Electric Vehicle Fast Charger investment within one mile of US-53 from the MN-WI border to where US-2 & US-53 split off. Total investment is estimated at \$900,000. The local match will be provided by the business receiving the WEVI grant award. Work related to the project amendment is scheduled for 2026.

Please refer to the table on the following page.



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2026 Transportation Improvements Projects (Roadway)

Jurisdiction and Project Number	Project Description		Estimated Costs & Funding Sources Thousands			
			Federal	State	Local	Total
WisDOT  113-25-031 Amended to TIP in August 2025	US-53 within one mile of US-53 from the MN-WI border to where US-2 & US- 53 split off miles 0.0 NEVI Funding	PE	20	0	5	25
		ROW				
		CONST	700	0	175	875
		TOTAL	720	0	180	900

<b>Motion Discussion and Vote</b>	Todd Janigo / Jim Foldesi moved to recommend the 2025-2028 Superior Area TIP Amendment #13 to the Policy Board for approval. There was no further discussion; the motion was approved unanimously.
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6. MnDOT London Road Project Discussion

Jim Foldesi spoke on the recent conversations regarding the BPAC resolution involving the MnDOT London Road Project. He stated that this was not to debate the merits of the project, but to discuss the process and policies involved in project planning.

He went on to say that the BPAC performs an important role in the MIC planning processes, which helps to ensure that cyclists and pedestrians are considered in each plan. The group provides valuable input on bike and pedestrian specific plans. The BPAC is afforded special access to the project review process. By inviting them into the process early, the project can get off on the right foot.

An example that Jim gave of how St. Louis County has included the BPAC in their planning process was their 40<sup>th</sup> Avenue West Corridor Project Study. The county consulted the City of Duluth's and the MIC's Bicycle and Pedestrian Plans and reached out to the BPAC to see what options existed. Then, through multiple discussions, plans were refined. Public meetings were held in which public comments were received. Comments were then sorted through, and decisions were made within the scope and cost of the project. Explanations were then provided for why the county could and could not accommodate the various requests. The key to this process is that in the end, the final decisions of the jurisdiction need to be accepted. The reasonable approach is not always going to produce the outcome that everyone wants.

The basic premise is that individual agencies are responsible for project development, design and delivery. The purview of the MIC Policy Board is to assign the federal dollars to the projects. Jurisdictions provide the project descriptions and incorporate into them the MIC's plans. Jim stated that it is not the function of the MIC Board to weigh in on design. In the case of London Road, the city has passed a



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resolution of municipal consent, approving the design. The Board should not bludgeon its jurisdictions' projects; this is not its role.

Jim concluded by asking the group where it should go from here. Should the TAC create a policy resolution to establish agency process versus MIC process? The MIC is not set up to design and build. The TAC group is responsible for moving funds forward for each project without delay.

Cindy Voigt spoke in support of Jim's statements.

Skip Williams stated that he agrees with Jim 100%, however the BPAC resolution was not meant to pick at the design of the London Road Project. The safety concern was brought up five years ago at the start of the process and supported by many public comments made throughout the process, demonstrating strong public concern.

Additionally, Skip said that the city had approved the project, but that this did not address the community concerns. The BPAC felt that these concerns needed to be formally documented, driven primarily by a recent fatality that occurred at Mesabi Avenue and the entrance to the freeway. Skip stated that it is within the responsibility of the TAC and the BPAC to ensure the funding of this project, minus the one piece that doesn't pass the bicycle and pedestrian safety issue. Five years later, little has changed in the safety design of this project.

Maren Webb stated that the BPAC will be updating its bylaws and will be an opportunity to review the function of the BPAC and its role in the processes of the MIC.

Jim Foldesi stated that he appreciates the change in language of the resolution, as early on it appeared there was a threat to pull the funding for this project by a vote at the MIC Policy Board meeting.

Cindy Voigt stated that certain projects are not a full reconstruction (London Road is not a full reconstruction) and doesn't allow room for this kind of alteration. She went on to say that there is a bike lane on the other side of the road and cyclists can make choices by taking alternate routes that may feel safer to them.

Skip Williams stated that this is a reconstruction with a roundabout in his mind.

## **7. Draft 2026-2029 Duluth Area TIP Update**

Eli Norlander presented an update to the Draft 2026-2029 Duluth Area TIP, which had concluded its 30-day public comment period on August 13<sup>th</sup>. The outreach methods utilized by the MIC included sending the Draft TIP to the TAC and MIC members via email for their review and input, a poster displayed in the Skywalk System, an advertisement on our [dsmic.org](https://dsmic.org) website and other social media, and three virtual public meetings to review and answer any questions from the public. A formal consultation was held on August 19<sup>th</sup> with state and federal partners in which the MIC received feedback on the TIP process and included a discussion about communication best practices.

Twenty-three comments were submitted via email during the public comment period, of which twenty-one were nearly identical and were related to the following projects: London Road at 26<sup>th</sup> Avenue East, intersections along the London Road project, three Canal Park reconditioning concrete pavement projects, 4<sup>th</sup> Street, and a Rice Lake Road project. Seven of the comments also mentioned



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other projects and/or design recommendations. Two questions received were not considered comments.

MIC staff are working through the comments and those that submitted a comment to the MIC will receive an email confirming that their comments have been recorded as part of the public comment period. All TIP comments received will receive responses in the final TIP document.

#### 8. Draft 2026-2027 MIC Work Program Discussion

Ron Chicka gave an overview of the Draft MIC Work Program for the upcoming year. The 2026 Long Range element will include the initial implementation steps for *Sustainable Choices 2050*, along with the integration of the new performance-based approach into the TIP and other MIC planning processes. The new 2027-2030 TIPs will be developed, and the current 2026-2029 TIPs will be maintained by processing any amendments and modifications that arise.

Director Chicka also reviewed the ongoing modal planning elements, as well as the remaining work of the MIC Area Safety Action Plan funded by the Safe Streets for All federal grant and local matching grant received through MnDOT. A full draft will be presented for review with the September meeting materials.

#### 9. New Definition of “Regionally Significant”

Mike Wenzholz presented the proposed change to the MICs current definition of “regionally significant”. He began by stating that the MIC’s current definition is broader than it needs to be and is currently out of date by referencing a no longer required air quality conformity analysis. Staff have also found that our two key documents (the MTP and TIP) have different definitions.

Mike summarized the discussion that was held at the June TAC meeting, outlining the suggestions made by the TAC. Overall, the TAC members agreed with the proposed definition with some additional revisions.

The final MIC definition of “regionally significant” will be listed in the Final 2026-2029 Duluth Area TIP as follows:

***MIC area “regionally significant” projects are roadway, transit, pedestrian, bicycle, and other active transportation projects (other than a grouped or exempt project\* or a project solely for preventative maintenance or landscaping), regardless of how they are funded, that occur on facilities that serve regional transportation needs and/or connect to major transportation assets (including transit, seaport, airport, and passenger rail terminals). These facilities include all principal and minor arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel. Other non-federally funded projects consistent with the current Metropolitan Transportation Plan (MTP) may be considered regionally significant at the MIC’s discretion.***

***\* = Projects grouped in the STIP/TIP pursuant to 23 CFR 450.216 and 23 CFR 450.324 or exempt per US EPA’s transportation conformity regulations (40 CFR part 93, subpart A)***

Maren Webb asked how this might affect projects that are already listed in the TIP?

A: The projects that do not fit the new definition but are already listed in the TIP, will remain and will



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naturally fall off as time moves on.

MIC staff will put together a guide for jurisdictions, however, the discretion will still be up to the jurisdictions as to what meets the definition.

## 10. Round Table Discussion

- James Gittemeier stated that two active transportation projects are holding public engagement opportunities next week and later in the fall. These are Arrowhead Road and 2<sup>nd</sup> Street from Mesabi Avenue to 15<sup>th</sup> Avenue East projects. Greater opportunities will occur later in the fall.
- Mike Wenholz made a correction to a statement he had made at a previous TAC meeting regarding the dredging activities in the Duluth harbor. The US Army Corps of Engineers could not award a contract for the beneficial use of dredging material this year, however, they are still able to do some dredging on key shoals, and this material will go to Erie Pier.
- James Gitemeier stated that the Duluth Parks Department is making a Park Point Recreational Plan to raise the Park Point recreational area back up to its normal level.

## 11. Project Updates

- **Administrative Modification #5 to the 2025-2028 Duluth Area TIP**

### Cost Changes for 2026 City of Duluth and MnDOT London Road Project (FY 2026)

*(Project ID #118-166-004, #118-191-003, #118-193-003, #6925-145, and #6925-145AC, 2026)*

In response to a request from the City of Duluth and MnDOT, the MIC approved cost adjustments to the London Road Reconstruction project in the 2026 program year, as an Administrative Modification\* to the 2025–2028 Duluth Area TIP.

These changes pertain to the project's multiple components, which are listed under their associated State Project ID numbers, as shown:

- **#118-166-004 and #118-193-003** *(1<sup>st</sup> and 3<sup>rd</sup> tables, below)*
  - The cost for each project decreases by \$300,000, for revised Project Totals of \$700,000;
  - Federal ("Non-AC") funding increases by \$66,667
  - Local ("Other") funding decreases by \$366,667
- **#118-191-003** *(2<sup>nd</sup> table, below)*
  - The cost for this project decreases by \$550,001, for a revised Project Total of \$449,999;
  - Federal ("Non-AC") funding decreases by \$133,334
  - Local ("Other") funding decreases by \$416,667

These requested cost reductions and associated funding adjustments are based on revised estimates for the City of Duluth's portion of the intersection improvements along London Road.

- **#6925-145 and #6925-145AC** *(4<sup>th</sup> and 5<sup>th</sup> tables, below)*
  - The cost for this project increases by \$50,000, for a revised Project Total of \$19,175,000;
  - Federal ("Non-AC") funding decreases by \$2,757,582
  - Federal Advance Construction ("AC") funding increases by \$2,000,000
  - State ("TH or Bond") funding decreases by \$182,418



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- Local (“Other”) funding increases by \$990,000.

This requested cost increase and associated funding adjustments are based on a change to the final bid amount and MnDOT's decision to advance an additional \$2,000,000 in federal AC funding from 2027.

Please see the table on the next page.

State Project ID	Agency	Roadway Name	Type of Work	Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$	Year
118-166-004	Duluth	MN 61	PAVEMENT RESURFACE AND REHABILITATION, TRAFFIC CONTROL DEVICES/SAFETY	MN 61 (LONDON RD), NB AND SB, IN DULUTH, CONST ROUNDABOUT AT (MSAS 166) 40TH AVE E. (ASSOC 6925-145, 118-191-003, 118-193-003)	STBGP	\$ 493,333	\$ -	\$ -	\$ -	\$ 506,667	\$ 1,000,000	2026
118-166-004	Duluth	MN 61	PAVEMENT RESURFACE AND REHABILITATION, TRAFFIC CONTROL DEVICES/SAFETY	IN DULUTH MSAS166(40TH AVE E),CONST ROUNDABOUT(ASSOC6925-145, 6982-357, 118-191-003, 118-193-003)	STBGP	\$ 560,000	\$ -	\$ -	\$ -	\$ 140,000	\$ 700,000	2026
118-191-003	Duluth	MN 61	PAVEMENT RESURFACE AND REHABILITATION, TRAFFIC CONTROL DEVICES/SAFETY	MN 61(LONDON RD) NB AND SB, IN DULUTH, CONST ROUNDABOUT AT (MSAS 191) 26TH AVE E. (ASSOC 6925-145, 118-166-004, 118-193-003)	STBGP	\$ 493,333	\$ -	\$ -	\$ -	\$ 506,667	\$ 1,000,000	2026
118-191-003	Duluth	MN 61	PAVEMENT RESURFACE AND REHABILITATION, TRAFFIC CONTROL DEVICES/SAFETY	IN DULUTH MSAS191(26TH AVE E),CONST ROUNDABOUT(ASSOC6925-145, 6982-357, 118-193-003, 118-166-004)	STBGP	\$ 369,999	\$ -	\$ -	\$ -	\$ 90,000	\$ 449,999	2026
118-193-003	Duluth	MN 61	PAVEMENT RESURFACE AND REHABILITATION, TRAFFIC CONTROL DEVICES/SAFETY	MN 61(LONDON RD), NB AND SB, IN DULUTH, (MSAS193) LONDON RD IMPROVEMENTS. (ASSOC 6925-145, 118-166-004, 118-191-003)	STBGP	\$ 493,333	\$ -	\$ -	\$ -	\$ 506,667	\$ 1,000,000	2026
118-193-003	Duluth	MN 61	PAVEMENT RESURFACE AND REHABILITATION, TRAFFIC CONTROL DEVICES/SAFETY	IN DULUTH MSAS193(LONDON RD ) INTERSECTION IMPROVEMENTS (ASSOC 6925-145, 6982-357, 118-191-003, 118-166-004)	STBGP	\$ 560,000	\$ -	\$ -	\$ -	\$ 140,000	\$ 700,000	2026
6925-145	MNDOT	MN 61	PAVEMENT RESURFACE AND REHABILITATION, TRAFFIC CONTROL DEVICES/SAFETY	**AC** MN 61(LONDON RD), NB AND SB, IN DULUTH, FROM (MSAS 191) 26AVE E. TO 0.14 MI. N. (MSAS195) 60TH AVENUE EAST, MEDIUM MILL/OVERLAY, TRAIL, CONST ROUNDABOUTS AT (MSAS191)26TH AVE E., (MSAS 166)40TH AVE. E., AND I-35 SB JCT (MSAS 152)21AVE E & 26TH AVE E. INSTALL INTERSTATE CLOSURE GATES (ASSOC 6982-357, 118-166-004, 118-191-003, 118-193-003) (AC PROJECT PAYBACK 2027)	NHPP	\$ 7,571,575	\$ 8,000,000	\$ -	\$ 3,553,425	\$ -	\$ 19,125,000	2026
6925-145	MNDOT	MN 61	PAVEMENT RESURFACE AND REHABILITATION, TRAFFIC CONTROL DEVICES/SAFETY	**AC** MN 61(LONDON RD), NB AND SB, IN DULUTH, FROM (MSAS-166) 40TH AVE E. TO 0.14 MI. N. (MSAS195) 60TH AVENUE EAST, MEDIUM MILL/OVERLAY, TRAIL, CONST ROUNDABOUTS AT (MSAS191)26TH AVE E., (MSAS-166)40TH AVE. E. AND I-35 SB JCT (MSAS-152)21AVE E & 26TH AVE E. INSTALL INTERSTATE CLOSURE GATES (ASSOC 6982-357, 118-166-004, 118-191-003, 118-193-003) (AC PROJECT PAYBACK 1 OF 1)	NHPP	\$ 4,813,993	\$ 10,000,000	\$ -	\$ 3,371,007	\$ 990,000	\$ 19,175,000	2026
6925-145AC	MnDOT	MN 61	PAVEMENT RESURFACE AND REHABILITATION, TRAFFIC CONTROL DEVICES/SAFETY	**AC** MN 61, NB AND SB, IN DULUTH, FROM (MSAS 191) 26AVE E. TO 0.14 MI. N. (MSAS195) 60TH AVENUE EAST, MEDIUM MILL/OVERLAY, TRAIL, CONST ROUNDABOUTS AT (MSAS191)26TH AVE E., (MSAS 166)40TH AVE. E., AND I-35 SB JCT (MSAS 152)21AVE E & 26TH AVE E. INSTALL INTERSTATE CLOSURE GATES (ASSOC 6982-357, 118-166-004, 118-191-003, 118-193-003) (AC PROJECT PAYBACK 1 OF 1)	NHPP	\$ -	\$ -	\$ 8,000,000	\$ -	\$ -	\$ -	2027
6925-145AC	MnDOT	MN 61	PAVEMENT RESURFACE AND REHABILITATION, TRAFFIC CONTROL DEVICES/SAFETY	**AC** MN 61(LONDON RD), NB AND SB, IN DULUTH, FROM (MSAS-166) 40TH AVE E. TO 0.14 MI. N. (MSAS195) 60TH AVENUE EAST, MEDIUM MILL/OVERLAY, TRAIL, CONST ROUNDABOUTS AT (MSAS191)26TH AVE E., (MSAS-166)40TH AVE. E. AND I-35 SB JCT (MSAS-152)21AVE E & 26TH AVE E. INSTALL INTERSTATE CLOSURE GATES (ASSOC 6982-357, 118-166-004, 118-191-003, 118-193-003) (AC PROJECT PAYBACK 1 OF 1)	NHPP	\$ -	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	2027

• **Administrative Modification #1 to the 2025-2026 UPWP**

To augment the tasks identified within the current work plan and budget (UPWP), the MIC is acquiring consultant assistance to redesign the dsmic.org website to improve our online presence, visitor experience, and the ease with which staff can post to the site.

To do this, we are re-allocating existing funds in the amount of \$24,000 from both Personnel and Direct Expense budget lines-to cover the consultant cost for this task (with some added funds included to compensate for related tasks to be conducted by MIC staff). Approximately 70% of the cost will be derived from unused funds from the Personnel side of the budget; 30% derived from elements of the Direct side of the budget. Combined, this total will then be moved to the Administration code number of the MICs budget for 2025. All work on the website update is scheduled to be completed by the end of the calendar year.

• **dsmic.org Site Redesign**

The Duluth-Superior Metropolitan Interstate Council (MIC) is charged with effectively communicating with project stakeholders and the public at large about our transportation planning activities. Our website, [dsmic.org](http://dsmic.org), is the MIC’s primary tool for providing timely information on our current plans and studies.



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Our website is ten years old and needs an update to improve its functionality and ease of navigation, visual appeal, and overall visitor experience. The MIC issued a Request for Quotes (RFQ) in June for a qualified consultant to perform the needed updates. We received five quotes and awarded the contract to SEK Design Studio. Preliminary work is underway, with the design and development phases to follow. The project will be completed by the end of the year.

- **Bicycle and Pedestrian Advisory Committee (BPAC) Update**

The Bicycle and Pedestrian Advisory Committee (BPAC) met on August 7<sup>th</sup>. Staff will provide a summary of the topics of discussion. These included a London Road (MN 61) project discussion which included a presentation from the Minnesota Department of Transportation's District 1 staff. A special meeting was called the following week to discuss changes to a resolution that was brought forward regarding the London Road project. Staff will be providing information about the outcome of this meeting.

At the August 7<sup>th</sup> meeting, BPAC also had several updates that staff will mention. These include the periodic review and update of the bylaws, a restructuring of subcommittees, and the scope of work for ARDC and the MIC partnering on Safe Routes to School planning with Duluth Public Schools.

- **MPO Area Functional Classification Update**

The MIC is actively working on determining the correct route we would like to go to determine where and if the MPO area roads require any Functional Classification changes. This will be completed with future coordination with the state DOT's and the local jurisdictions. We are currently in the information gathering stage and will have more information soon.

- **MIC Area Safety Action Plan**

The planning process will soon begin with Zan Associates, in partnership with Alliant Engineering, as the lead consultant team.

As reported in June, we received six strong proposals. Because they were all high-quality and closely ranked after initial scoring, the selection committee invited each firm to give a short virtual presentation. Following this second round of evaluations, Zan Associates was selected to lead the MIC's Safety Action Plan. With a comprehensive, data-driven safety analysis of the MIC area transportation network completed in 2024, a key strength of their proposal for this phase was their approach to public engagement—working with community members, elected officials, jurisdictional decision-makers, and the media. Their presentation reflected a clear understanding of our objectives and the complementary expertise the Zan-Alliant team will bring.

Work is expected to begin later this month, with project completion on schedule for September 1, 2026.

- **2025-2028 Superior Area TIP Update**

Traditionally, a new Superior TIP is developed annually to include updates to projects currently listed in the TIP, removal of obligated/completed projects, and the addition of new projects identified by local jurisdictions. WisDOT has provided an opportunity for the upcoming Superior



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2026-2029 TIP development process to deviate from past years' TIP development processes. Instead of developing a new 2026-2029 Superior TIP that would normally be initiated in August and adopted by the MIC in October, the MIC will be simply amending the current 2025-2028 Superior TIP throughout 2025 and 2026 with any new projects and changes to currently listed projects.

This deviation will give WisDOT and MPO's across Wisconsin more time to determine how recent changes at the federal level will affect planning processes and documents. The 2025-2028 Superior TIP will continue to be fiscally constrained and future Performance Measure Targets will also be amended into the 2025-2028 TIP. Looking forward, it is expected the MIC will resume the normal Superior TIP development process in August 2026 initiating the future development and adoption of the 2027-2030 Superior TIP.

- 12. Adjourn:** With no further agenda items, discussions or announcements, Director Chicka adjourned the meeting at 3:50 pm.