



Meeting Summary

* = Approval Item

1Note Taker(s)	Tari Aanonsen, MIC Administrative/Finance Assistant	
Members Present		
	Members Present	
	Broc Allen	Douglas County Suburban Townships
WI Co-Chair	Nick Baker	Douglas County Board of Supervisors
MN Co-Chair	Wayne Boucher	City of Hermantown
	Tylor Elm	Superior City Council
In at 6:33 pm	Annie Harala	St. Louis County
	Mark Johnson	Superior City Council
	Yauhen Karatai	City of Duluth – Citizen Representative
	Janet Kennedy	Duluth City Council
	Rosemary Lear	Douglas County Board of Supervisors
Out at 7:00 pm	Nick Ledin	Superior City Council
	John Lohse	Douglas County Board of Supervisors
	Adam McGill	Duluth Transit Authority (DTA) Board
	Bob Quade	City of Rice Lake
	Randy Skowlund	Douglas County Board of Supervisors
	Jenny Van Sickle	City of Superior – Citizen Rep
	Chad Ward	City of Proctor
	Scott Welsh	Solway Township
Members Absent		* Excused Absence
	Tara Swenson*	Duluth City Council
Others Present		
	Mark Baker	Community Member
	Libby Bent	Vibrant Streets
	Mike Casey	Community Member
	Ron Chicka	MIC Director
	Andrea Crouse	Zeitgeist Arts/Active Trans/BPAC Chair
	James Gittemeier	City of Duluth/BPAC Vice Chair
	Pat Huston	MnDOT District 1
	Sheldon Johnson	NWRPC Deputy MIC Director
	Pete Marthaler	MnDOT District 1
	Eli Norlander	MIC Transportation Planner
	Alice Tibbets	Community Member
	Mike Wenholz	MIC Principal Planner
	Tom Werner	Duluth Airport Authority



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	Rondi Watson	MIC Senior Planner/Communications Specialist
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1. Introductions / Agenda Review

MIC Co-Chair, Wayne Boucher, called the meeting to order at 6:00 pm. A “Roll Call” attendance was taken. When completed, Chair Boucher then moved on to item #2 on the agenda.

2. Committee Business

- Meeting Summary of 6.18.25*

Chair Boucher then asked if there were any questions or changes to the June meeting summary.

Motion Discussion and Vote	<p>Chad Ward / John Lohse moved to approve the 6.18.25 meeting summary.</p> <p>Board Discussion:</p> <p>Member McGill noted that Item #10 under Project Updates, Safe Routes to School, was not presented verbally at the 6.18.25 meeting. He asked that the summary be changed to reflect this.</p> <p>Chad Ward/John Lohse moved to approve the 6.18.25 meeting summary as amended.</p> <p>Motion Passed Unanimously.</p>
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- 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.

- Open Public Comment Period:

Chair Boucher then allowed for an opportunity for Public Comment.

Mike Casey, Duluth citizen, read this [statement](#) related to a MnDOT project that is included in the Draft 2026-2029 Duluth Area TIP and later requested that it become part of the official meeting records.

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



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- 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

4. Twin Ports Interchange and Blatnik Bridge Update

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 1st Street. A city park is planned for the area at 22nd Ave W and 1st 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 of the construction zone.



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

Sheldon Johnson gave an 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.

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

Public Comments:

No public comments were presented.

Motion Discussion and Vote	<p>Moved by Nick Baker, seconded by Rosemary Lear, to approve Amendment #13 for adoption into the 2025-2028 Superior Area Transportation Improvement Program (TIP).</p> <p>Board discussion:</p> <p>Q: How many chargers are included in this project? A: Four charging stations.</p> <p>Voting Aye: Allen, Baker, Boucher, Elm, Harala, Johnson, Karatai, Kennedy, Lear, Lohse, McGill, Quade, Skowlund, VanSickle, Ward, Welsh</p> <p>Voting Nay: None</p> <p>Abstain: None</p> <p>Absent: Ledin, Swenson</p> <p>Motion Carried: Aye: 16, Nay: 0.</p>
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6. Duluth-Superior Title VI Plan and Language Access Plan Update*

Rondi Watson briefly described that the MIC is required to comply with federal non-discrimination requirements under Title VI of the Civil Rights Act of 1964, which protects against discrimination in federally funded programs. The MIC Title VI Plan is updated every three to four years and includes the MIC’s nondiscrimination policy statement, along with standard Title VI assurances.

The core components include program administration involving monitoring and staff training, public notifications, complaint procedures, strategies for inclusive public engagement, and the demographic profile of the MIC board and committees, along with the MIC area population. The update to the plan was minimal and was reviewed and approved by MnDOT prior to being brought to the Policy Board for approval.

Public Comments:

No Public Comments were received.

Motion Discussion and Vote	<p>Moved by Adam McGill, seconded by Chad Ward, to approve the Duluth-Superior Title VI Non-Discrimination Plan and Limited-English Proficiency Plans.</p> <p>Board discussion: No board discussion took place.</p> <p>Voting Aye: Allen, Baker, Boucher, Elm, Harala, Johnson, Karatai, Kennedy, Lear, Lohse, McGill, Quade, Skowlund, VanSickle, Ward, Welsh</p> <p>Voting Nay: None</p> <p>Abstain: None</p> <p>Absent: Ledin, Swenson</p> <p>Motion Carried: Aye: 16, Nay: 0.</p>
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7. BPAC Resolution Supporting Bicycling and Pedestrian Infrastructure in the London Road Reconstruction Project

Andrea Crouse, BPAC Chairperson, spoke on a recent special meeting of the BPAC that was held in which the BPAC voted to pass a resolution in support of bicycling and pedestrian infrastructure in the proposed design for the London Road Reconstruction Project at 26th Avenue East and London Road.

Andrea began by stating the mission and goals of the BPAC, which is to advise the MIC Policy Board on matters related to active transportation, with the goal of promoting safe, accessible, and equitable mobility options for all users, including people who walk, bike and roll.

Andrea went on to say that in 2022, the London Road project was flagged due to safety concerns by the BPAC, with a particular concern with the design element of a right lane slip lane where I-35 ends and merges with London Road at 26th Avenue East. The bike lane is interrupted here and poses a safety concern in the minds of the members of the BPAC. When the concern was raised with MnDOT,



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they were told that there were no alternatives to this design.

The BPAC believes this is too important an issue to not acknowledge and document the concerns they have raised. They seek to ask MnDOT to address the safety concerns and to track the safety and use after construction of the project is completed. Andrea thanked the Board for their time in considering this issue.

Board discussion followed, beginning with Board member Karatai. He stated that this resolution highlights the misalignment between the MIC's Transportation Improvement Program (TIP) and Long Range MTP, which puts the Board in a position to be out of alignment with federal guidelines, in his opinion. He suggested that there should be a separate vote for this item; outside of the rest of the TIP, to allow Board members the opportunity to approve or not approve the item at next month's meeting.

Member Lohse asked if member Karatai was stating that the Policy Board members are personally liable if they approve the TIP as it is? Lohse went on to say that he is on several Boards and he carries a rider on his insurance policy to protect himself.

Member Baker stated that the State of Minnesota, Department of Transportation had created a plan for this roadway, and the city council (Duluth) approved that plan. He feels that the State of Minnesota is liable, not the MIC Policy Board.

Member Boucher stated that the MIC does not have design authority. Our authority is that of a yes or no vote and there is no mechanism for the MIC to change the design of this plan. Input must go to the jurisdiction.

Member Harala recalled the city council meeting in which this plan was presented and voted on with an 8-0 vote (one member absent) in favor of this plan. She stated that some design changes were made after that vote. It was asked if it is possible to make design changes after a vote is taken and the answer is yes, some factors could change and could require design changes. Member Harala went on to ask if in the past, has this body [Policy Board] typically relied upon the expertise of the local body of government? The answer was yes. Member Harala then stated that she does not see this resolution as a call to stop a vote, but to stay vigilant.

Member Karatai stated that his proposal was to provide Board members a chance to vote for that item separately.

Member Kennedy stated that she feels the same as member Harala, voting on projects should remain as one voting item, not two separate items. She went on to say that the City of Duluth is looking at forming a commission for transportation and perhaps this would be helpful for further advocacy regarding these issues.

Member Van Sickle stated that due to a lack of diversity, we are not always able to identify with all of the needs for our area.

Member McGill stated that he feels that the responsibility of the Policy Board is to determine if the project follows the MIC's plans; that we should request that the DOT look at the design again due to public concern about safety.

Member Baker stated that this kind of request needs to be done much earlier in the process. He went



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on to suggest that the BPAC resolution could be included with the resolution in which the Policy Board approves the new TIP.

Member Skowlund stated that the project was run through a course of discussions with the jurisdictions involved and it was determined that it [the project] would proceed.

Member Boucher suggested that this concern may need to be brought back to the jurisdictions.

Member Allen stated that this group had first discussed this project three years ago (four years ago, actually) and we likely commented at that time. The designers and professionals are not trying to make this [roadway] less safe. He would be okay with making a motion to split this project into its own voting item.

Member Harala asked if the Board was looking for a motion to add this as a voting item now.

Member Boucher stated that Member Baker had suggested that we include the BPAC resolution be communicated with the resolution in which the TIP is approved next month. No action is being requested tonight.

Member Harala stated that she would not vote to not approve the TIP but finds it valuable to pass along the findings of the BPAC [to the appropriate jurisdiction].

8. 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 13th. 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://www.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 19th 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 26th Avenue East, intersections along the London Road project, three Canal Park reconditioning concrete pavement projects, 4th Street, and a Rice Lake Road project. Seven of the comments also mentioned 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.

Level of traffic stress?



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9. 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.

10. Maintenance Dredging Update

Mike Wenholz gave an update regarding harbor dredging and beneficial use of that material. The Army Corps of Engineers sets a goal of dredging 110,000 cubic yards each year, at a cost of \$2.5 to \$5M. Though they were not able to award a contract this year, due to receiving only one bid that exceeded their budget, there will be 50,000 cubic yards of material going to Erie Pier. Unfortunately, the project that was planned for Wisconsin Point will not happen this year.

11. Round Table

- Member McGill – Regarding the letter of support for Thompson Hill, was this the same project as is currently listed in the TIP? **A:** No, this letter of support is associated with a funding request for a different Thompson Hill project.

12. Project Updates

Project updates are typically not presented during the meeting but are instead included in the meeting materials and summary for participants to review on their own.

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

Cost Adjustments to the FY 2026 London Road Reconstruction Project

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

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 separate State Project ID numbers, as shown:

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:

#118-166-004 and #118-193-003

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



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#118-191-003

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

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:

#6925-145 and #6925-145AC

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

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

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
118-191-003	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	\$ 359,999	\$ -	\$ -	\$ -	\$ 90,000	\$ 449,999	2026

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
118-193-003	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

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
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 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	\$ 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 PAYBACK1 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 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	\$ -	\$ -	\$ 10,000,000	\$ -	\$ -	\$ -	2027



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- **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, is the MIC's primary tool for providing timely information on our current plans and studies.

The site, however, is ten years old and needs an update. 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 7th. 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 7th 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.

- **MnDOT 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.



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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 the comprehensive, data-driven Safety Analysis of the MIC area transportation network completed in 2024, a key strength of Zan's proposal 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 remaining on schedule for September 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 2026-2029 TIP development process to deviate from past year 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.

13. Adjourn: With no further agenda items, discussions or announcements, Chair Boucher adjourned the meeting at 8:10 pm.