



Duluth-Superior Metropolitan Interstate Council
Transportation Advisory Committee (TAC)
Tuesday, December 9, 2025, at 1:30 pm
Meeting Notice

This meeting will be conducted as a hybrid meeting – join us in person at the location listed below OR participate virtually via Microsoft Teams (login info, below).

Meeting materials can be viewed on the [meeting web page](#) as well as on the attached pages.

Items for Approval

- Meeting Summary of 10.14.25
- 2025-2028 Superior Area TIP Amendments #29-32
- Superior Urban Area Functional Classification Changes
- 2026-2029 Duluth Area TIP Amendments #1-4

Items for Presentation and Discussion

- Duluth-Superior Area Safety Action Plan – Policy and Process Review
- Duluth Area TIP Project Tracker
- Bicycle Pedestrian Advisory Committee (BPAC) Update
- Harbor Technical Advisory Committee (HTAC) Update

Project Updates

- Administrative Modification #1 to the 2026-2029 Duluth Area TIP
- Letters of Support for St. Louis County HSIP Applications
- Safe Routes to School
- dsmic.org Website
- 2030 Minnesota Surface Transportation Block Grant Program (STBGP) Application

In-Person Meeting Location:

ARDC
Arrowhead Room (1st Floor)
221 W 1st Street
Duluth, MN 55802

OR

OR

Join virtually via TEAMS below:

[Click here to join teams meeting](#)

Join by Phone (audio only)

1 218-210-0525

Conference ID: 523 146 975#

Attendance / Meeting Quorum

If you are NOT able to attend, or expect to arrive late to the meeting, please notify Tari Aanonsen at taanonsen@ardc.org or 218-529-7541 to ensure a quorum will be present for voting items on the agenda.

The Duluth-Superior Metropolitan Interstate Council (MIC) operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Complaint instructions and forms can be found in the Title VI Non-Discrimination Program and Limited-English Proficiency Plan online at dsmic.org/titlevi-policy. We are committed to accessibility. If you have an accommodation request that will allow you to participate more fully, please contact the MIC office at least three days prior to the meeting, and we will do our best, within the resources available to us, to accommodate your request.

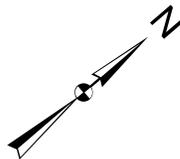
Duluth-Superior Metropolitan Interstate Council

Duluth and Superior Urban Area Communities Cooperating in Planning and Development through a Joint Venture of the Arrowhead Regional Development Commission and the Northwest Regional Planning Commission

ARDC

221 West First Street, downtown Duluth

Parking is available across the street from the ARDC building in the Holiday Center ramp. You can cross over on the Skywalk from the 4th level of the ramp to the ARDC building. We will provide coupons to cover your parking fees for the meeting.



**TRANSPORTATION ADVISORY
COMMITTEE (TAC)
MEMBERS**

Airport

Tom Werner

Active Transportation

Skip Williams

City of Duluth

Cari Pedersen

Cindy Voigt

Chris Lee

James Gittemeier

City of Hermantown

David Bolf

Trish Crego (alternate)

City of Proctor

Jess Rich

City of Superior

Todd Janigo

Chris Carlson

Jason Serck (alternate)

Douglas County

Jason Jackman

Duluth Transit Authority

Chris Belden

Jeremy Kroke (alternate)

Economic Development

Vacant

MnDOT

Maren Webb

Derek Fredrickson

Bryan Anderson

(alternate)

Mobility Challenged

Vacant

Port/Harbor

Kate Ferguson

St. Louis County

Jim Foldesi

Matt Hemmila (alternate)

WisDOT NW Region

Mae Sommerfeld



Duluth-Superior Metropolitan Interstate Council

Transportation Advisory Committee

Tuesday, December 9, 2025, 1:30 pm

Meeting Agenda

1. Introductions/Agenda Review	
2. Committee Business	<i>10 min</i>
<ul style="list-style-type: none"> Meeting Summary 10.14.25 (for Approval) Director's Report 	
3. Duluth-Superior Area Safety Action Plan – Policy and Process Review	<i>20 min</i>
<ul style="list-style-type: none"> Presentation & Discussion, Tim Burkhardt, Alliant Engineering and Latasha Jennings, Zan Associates 	
4. 2025-2028 Superior Area TIP Amendments #29-32	<i>15 min</i>
<ul style="list-style-type: none"> Recommend to the Policy Board for Approval, Sheldon Johnson 	
5. Superior Urban Area Functional Classification Changes	<i>15 min</i>
<ul style="list-style-type: none"> Recommend to the Policy Board for Approval, Sheldon Johnson 	
6. 2026-2029 Duluth Area TIP Amendments # 1-4	<i>15 min</i>
<ul style="list-style-type: none"> Recommend to the Policy Board for Approval, Eli Norlander 	
7. Duluth Area TIP Project Tracker	<i>10 min</i>
<ul style="list-style-type: none"> Presentation & Discussion, Eli Norlander 	
8. Bicycle Pedestrian Advisory Committee (BPAC) Update	<i>15 min</i>
<ul style="list-style-type: none"> Presentation & Discussion, Eli Norlander 	
9. Harbor Technical Advisory Committee (HTAC) Update	<i>10 min</i>
<ul style="list-style-type: none"> Presentation & Discussion, Mike Wenholz 	
10. Round Table Discussion	<i>5 min</i>
11. Project Updates	<i>10 min</i>
<ul style="list-style-type: none"> Administrative Modification #1 to the 2026-2029 Duluth Area TIP Letters of Support for St. Louis County HSIP Applications Safe Routes to School dsmic.org Website Redesign 2030 Minnesota Surface Transportation Block Grant Program (STBGP), Carbon Reduction Program (CRP), Transportation Alternatives (TA) & PROTECT Applications 	
12. Adjourn	

Next Meeting

Tuesday, January 20, 2026

ARDC

1:30 pm



Agenda Item Descriptions

* = Presented for TAC recommendation to the MIC Policy Board for Approval or Adoption

1. Introductions / Agenda Review

2. Committee Business

- Meeting Summary of 10.14.25*
- MIC Director's Report
- **Duluth – Central Entrance** - The final study is published – via the lead consultant – and is posted on the [MnDOT website](#). It has been concluded that the work will now enter a formal environmental scoping process – designed to project purpose/need, explore alternatives, identify environmental considerations, and describe public engagement in the process. This will be initiated by FHWA in early 2026. The Scoping phase will continue into 2027. Preliminary engineering will go into 2028. Final construction plans from 2028 to 2030. Possible construction timeline 2031 to 2033. These are the approximate dates and are subject to change.
- **Duluth Airport – Advanced Air Mobility Study** - The Duluth Airport (DLH) has embarked on a new study to examine the possibility for a new opportunity in aviation – focusing on automated, electric, or hybrid-electric systems. Advanced air mobility (AAM) is an emerging opportunity in aviation. It's a new segment of the industry focused on developing and integrating highly automated, electric, or hybrid-electric vertical takeoff and landing (eVTOL) aircraft into the existing air transportation system. The goal is to create a safe, efficient, and sustainable way to transport people and goods for urban air mobility (air taxis), regional connectivity, and other public and cargo services by offering new transportation options for cities and remote areas. MnDOT Aeronautics recently completed a plan on this issue and DLH scored well as to being in a position to support this initiative. Others invited include MN Power, APEX and Chamber staff, along with others from the DOT.
- **Duluth – 4th Street Reconstruction 2029 Federal Award** - Upon notification of awarding funds within the recent TIP for the 4th Street project in 2029, the City is requesting further funding out of the Local Road Improvement Program to provide further enhancements for this work corridor – Mesaba to 6th Ave East. A letter of support was provided for the city of Duluth to add to their request. The project is to address pavement condition, signalization at 6th Ave E, implement ADA needs, and improve access for pedestrians and transit users.

3. Duluth-Superior Area Safety Action Plan – Policy and Process Review

MIC staff, in collaboration with lead consultant Zan Associates and subcontractor Alliant Engineering, have begun work on the second phase of our [Safety Action Plan](#). The consultant team will be providing a project update and asking the TAC to review and validate a [draft list of transportation safety-related plans, policies, and processes](#) published by agencies with jurisdiction over roadways within the MIC planning area. The discussion will ensure that all relevant documents used by participating agencies are included in the team's Policy and Process Review task. This Policy and Process review is a required component of the U.S. DOT's SS4A program requirements; it will inform the recommendations of the



Agenda Item Descriptions

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Safety Action Plan and suggest ways to connect safety-related policies and processes to one another, an important step toward achieving the goal of zero road deaths and serious injuries.

4. 2025-2028 Superior Area TIP Amendments #29-32*

Sheldon Johnson will give an overview of the Superior Area TIP Amendments, as listed below:

TIP AMENDMENT #29

A TIP amendment has been requested by WisDOT for construction work associated with a surface improvement at the CP rail crossing 691656C due to pending detours associated with the closure of the Blatnik Bridge. Total project cost is estimated at \$278,000. Work activities related to the project amendment are scheduled to start in 2026.

2026 Transportation Improvements Projects (Roadway)

Jurisdiction and Project Number	Project Description		Estimated Costs & Funding Sources			
			Thousands			
			Federal	State	Local	Total
WisDOT	IH 535 – Detour Superior-Duluth Winter Street, CP RR XING 691656C	PE ROW CONST		97	181	278
113-25-046 Amended to TIP in December 2025	Surface miles 0.0 State Funded Total Improvement Cost (nearest \$)	TOTAL		97	181	278
1199-00-56	\$410,096,125					

TIP AMENDMENT #30

A TIP amendment has been requested by WisDOT for construction work associated with a surface improvement at UP rail crossing 186157V due to pending detours associated with the closure of the Blatnik Bridge. Total project cost is estimated at \$222,000. Work activities related to the project amendment are scheduled to start in 2026.

Please refer to the table on the next page.



Agenda Item Descriptions

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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 113-25-047 Amended to TIP in December2025 1199-01-51	IH 535 – Detour Superior-Duluth Belknap Street, UP RR XING 186157V Surface miles 0.0 State Funded Total Improvement Cost (nearest \$) \$410,096,125	PE ROW CONST		189	33	222
		TOTAL		189	33	222

TIP AMENDMENT #31

A TIP amendment has been requested by WisDOT for construction work associated with a surface improvement at CP rail crossing 691654N due to pending detours associated with the closure of the Blatnik Bridge. Total project cost is estimated at \$222,000. Work activities related to the project amendment are scheduled to start in 2026.

2026 Transportation Improvements Projects (Roadway)

Jurisdiction and Project Number	Project Description		Estimated Costs & Funding Sources			
			Thousands			
			Federal	State	Local	Total
WisDOT 113-25-048 Amended to TIP in December2025 1199-01-52	IH 535 – Detour Superior-Duluth Belknap St, CP RR XING 691654N Surface miles 0.0 State Funded Total Improvement Cost (nearest \$) \$410,096,125	PE ROW CONST		189	33	222
		TOTAL		189	33	222

TIP AMENDMENT #32

A TIP amendment has been requested by WisDOT for construction work associated with a signal installation at BNSF rail crossing 085931A due to pending detours associated with the closure of the Blatnik Bridge. Total project cost is estimated at \$354,000. Work activities related to the project amendment are scheduled to start in 2026.

Please refer to the table on the next page.



Agenda Item Descriptions

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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 113-25-049 Amended to TIP in December 2025 1199-01-53	IH 535 – Detour Superior-Duluth Winter St, BNSF RR XING 085931A Signals miles 0.0	PE ROW CONST		354		354
	State Funded Total Improvement Cost (nearest \$) \$410,096,125	TOTAL		354		354

Questions regarding these projects should be directed to Sheldon Johnson at 715-635-2197 or by email at sjohnson@nwrpc.com.

5. Superior Urban Area Functional Classification Changes*

Wisconsin Department of Transportation has recommended four changes to the functional classification of roadways in the Superior Urbanized Boundary Area. Based on review of WisDOT recommendations, MIC staff recommends approval of the changes. (A map of these changes can be found in the additional materials listed on the meeting webpage.)

1. STH 105: MN/WI State Line to CTH W

- a. Recommend change from Minor Arterial (MA) to Collector (COL)
- b. Average Annual Daily Traffic (AADT) (2000 vehicles) is below MA level, continuity improvement. Matches Minnesota functional classification and removes MA dead-end at state line.
- c. Total mileage change = 0.24 miles

2. STH 35: Albright Road to STH 105

- a. Recommend change from Principal Arterial (PA) to MA
- b. AADT (6,000-8,000) is below PA level, continuity improvement (more logical end point for PA, diffusion)
- c. Total mileage change = 1.50 miles

3. 61st Street: Tower Avenue – John Avenue

- a. Recommend change from Local Collector (LOC) to COL
- b. Change based on land use as road also serves elementary school
- c. Total mileage change = 0.14 miles



Agenda Item Descriptions

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4. John Avenue: 61st Street to 58th Street

- a. Recommend change from LOC to COL
- b. Change based on land use as road also serves elementary school
- c. Total mileage change = 0.25 miles

Additional Background for Information Only

In its simplest form, AADT takes in all vehicle trips on a segment of road or highway during a yearlong interval, in both directions, and then divides the total by 365 days to arrive at the average number of daily trips. (source StreetLight)

Functional Classification Categories

Principle Arterials (PA) – serve major activity centers, highest traffic volume corridors, and longest trip demands, carry high proportion of total urban travel on minimum of mileage, connect to major rural corridors, serve demand for intra-area travel between the central business district and outlying residential areas.

Minor Arterials (MA) – interconnect and augment principal arterials, serve trips of moderate length at a somewhat lower level of travel mobility between principal arterials, distribute traffic to smaller geographic areas than those served by principal arterials, provide access to adjacent land uses and neighborhoods.

Major Collector (COL) – serve both land access and traffic circulation in higher density residential and commercial/industrial areas, collect and distribute traffic from local roads to arterials.

Local (LOC) – provide access to homes and businesses and have low speed limits and offer limited mobility for through traffic.

6. 2026-2029 Duluth Area TIP Amendments #1-4*

Eli Norlander will give an overview of the Duluth Area TIP Amendments, as listed below:

TIP Amendment #1

Project 069-070-070, a county-wide edgeline project is being cancelled because the work has already been completed through other projects in 2024 & 2025. The \$488,700 in HSIP funding that was programmed for the project can only be reallocated for comparable work.

A portion of these funds will be allocated to two St. Louis County edgeline projects in MnDOT District 1 that are eligible to receive them. One of these projects is within the MIC area, State Project ID # 069-070-069. To account for increased cost estimates, \$4,860 will be redirected to 069-070-069. An additional \$58,365 will be allocated to an edgeline project not included in the Duluth Area TIP (State Project ID # 069-070-068). For the remaining \$425,475, St. Louis County is working with other MnDOT district state aid groups to identify a project to receive these funds. If no project is found for 2026, the funding will be returned to the state.

Please refer to the tables on the next page.



Agenda Item Descriptions

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TIP Amendment #1 (State Project ID 069-070-070)

Project removed:

Current Planned Year	State Project ID	Agency	Route System	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Other \$	Project Total \$ (MPO Total)
2026	SP 069-070-070	St. Louis County	CSAH & CR	0.0	TRAFFIC CONTROL DEVICES/SAFETY	COUNTYWIDE. 6-INCH WET-REFLECTIVE EPOXY EDGELINES ON VARIOUS COUNTY ROADS	HSIP	\$488,700	\$54,300	\$543,000
2026	SP 069-070-070	St. Louis County	CSAH & CR	0.0	TRAFFIC CONTROL DEVICES/SAFETY	COUNTYWIDE. 6-INCH WET-REFLECTIVE EPOXY EDGELINES ON VARIOUS COUNTY ROADS	HSIP	\$488,700	\$54,300	\$543,000

TIP Amendment #1, continued (State Project ID # 069-070-069)

Funding and cost changes:

- Federal (“Non-AC”): increased by \$4,860
- Local (“Other”): increased by \$540
- Project Total \$ (MPO Total): increased by \$5,400

Current Planned Year	State Project ID	Agency	Route System	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Other \$	Project Total \$ (MPO Total)
2026	069-070-069	St. Louis County	COUNTYWIDE	0.0	TRAFFIC CONTROL DEVICES/SAFETY	COUNTY WIDE. 6-INCH EDGELINES ON VARIOUS COUNTY ROADS	HSIP	\$61,200	\$6,800	\$68,000
2026	069-070-069	St. Louis County	COUNTYWIDE	0.0	TRAFFIC CONTROL DEVICES/SAFETY	COUNTY WIDE. 6-INCH EDGELINES ON VARIOUS COUNTY ROADS	HSIP	\$66,060	\$7,340	\$73,400

TIP Amendment #2

The City of Duluth is removing “AND EV CHARGING STATIONS” from the project description for the West Superior Street RAISE project. The city received notice that, based on a review by a Federal Highways Administration grant review task force, it was determined that EV charging stations should be removed from the project. This review included consideration of recent executive orders and project type eligibility. The grant amount and total project cost is not changing as part of the removal of the EV charging stations.

Please refer to the tables on the next page.



Agenda Item Descriptions

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TIP Amendment #2 (State Project ID 118-109-021RA)

Removed from project description:

Current Planned Year	State Project ID	Agency	Route System	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	State T.H. or Bond \$	Other \$	Project Total \$ (MPO Total)
2026	118-109-021RA	Duluth	W Superior St	GRSU - GRADE AND SURFACE	**RAISE** IN DULUTH, MSAS 109 (W SUPERIOR ST) FROM MSAS 194 (CARLTON ST) TO MSAS 194 (W MICHIGAN ST) RECONSTRUCTION, STREETSCAPE AND EV CHARGING STATIONS	FFM	\$24,999,160	\$7,684,530	\$7,316,310	\$40,000,000
2026	118-109-021RA	Duluth	W Superior St	GRSU - GRADE AND SURFACE	**RAISE** IN DULUTH, MSAS 109 (W SUPERIOR ST) FROM MSAS 194 (CARLTON ST) TO MSAS 194 (W MICHIGAN ST) RECONSTRUCTION, STREETSCAPE AND EV CHARGING STATIONS	FFM	\$24,999,160	\$7,684,530	\$7,316,310	\$40,000,000

TIP Amendment #3

The City of Duluth is removing “and construct Tischer Creek pedestrian bridge, New BR#R0950” from the project description for the three TIP project lines addressing the same segment of the Campus Connector Trail project: 118-156-012CRP, 118-115-009, and 118-155-009CRP. The project will still be constructing segment 4 of the Campus Connector Trail, but the alignment will be adjusted to follow W St. Marie St to the corner of University Dr rather than crossing over Tischer Creek at the originally planned location. The originally planned pedestrian bridge location is within a floodway, and the city evaluated the cost to construct the bridge over the flood area, and the estimated costs were substantial. There are three identical project descriptions to remove this project element from; all project lines refer to the same project.

Please refer to the tables on the next page.



Agenda Item Descriptions

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TIP Amendment #3

State Project ID# 118-156-012CRP

Removed from project description:

Current Planned Year	State Project ID	Agency	Route System	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Other \$	Project Total \$ (MPO Total)
2026	118-156-012CRP	Duluth	Campus Connector Trail	0.4	BIKE/PED	**CRP**: IN DULUTH RECONSTRUCT MSAS 155 (COLLEGE ST.) AND CONSTRUCT CAMPUS CONNECTOR SEGMENT 4 FROM MSAS 154 (19TH AVE. E.) TO MSAS 157 (WOODLAND AVE.) AND CONSTRUCT TISCHER CREEK PEDESTRIAN BRIDGE, NEW BR#R0950. AND E. ST MARIE ST(MSAS 156) FROM CARVER AVE TO VERMILLION RD. CONSTRUCT CAMPUS CONNECTOR SEGMENT 5. (ASSOC 118-155-009CRP, 118-155-009)	CRP	\$185,000	\$46,250	\$231,250
2026	118-156-012CRP	Duluth	Campus Connector Trail	0.4	BIKE/PED	**CRP**: IN DULUTH RECONSTRUCT MSAS 155 (COLLEGE ST.) AND CONSTRUCT CAMPUS CONNECTOR SEGMENT 4 FROM MSAS 154 (19TH AVE. E.) TO MSAS 157 (WOODLAND AVE.) AND CONSTRUCT TISCHER CREEK PEDESTRIAN BRIDGE, NEW BR#R0950. AND E. ST MARIE ST(MSAS 156) FROM CARVER AVE TO VERMILLION RD. CONSTRUCT CAMPUS CONNECTOR SEGMENT 5. (ASSOC 118-155-009CRP, 118-155-009)	CRP	\$185,000	\$46,250	\$231,250

Additional tables are on the next page.



Duluth-Superior Metropolitan Interstate Council

Transportation Advisory Committee

December 9, 2025

Agenda Item Descriptions

* = Presented for TAC recommendation to the MIC Policy Board for Approval or Adoption

TIP Amendment #3, continued

State Project ID# 118-155-009

Removed from project description:

Current Planned Year	State Project ID	Agency	Route System	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Other \$	Project Total \$ (MPO Total)
2026	118-155-009	Duluth	Campus Connector Trail	0.4	BIKE/PED	**CRP**: IN DULUTH RECONSTRUCT MSAS 155 (COLLEGE ST.) AND CONSTRUCT CAMPUS CONNECTOR SEGMENT 4 FROM MSAS 154 (19TH AVE. E.) TO MSAS 157 (WOODLAND AVE.) AND CONSTRUCT TISCHER CREEK PEDESTRIAN BRIDGE, NEW BR#R0950. AND E. ST MARIE ST(MSAS 156) FROM CARVER AVE TO VERMILLION RD. CONSTRUCT CAMPUS CONNECTOR SEGMENT 5. (ASSOC 118-155-009CRP, 118-155-009)	STBGP TAP	\$824,091	\$4,094,755	\$4,918,846
2026	118-155-009	Duluth	Campus Connector Trail	0.4	BIKE/PED	**CRP**: IN DULUTH RECONSTRUCT MSAS 155 (COLLEGE ST.) AND CONSTRUCT CAMPUS CONNECTOR SEGMENT 4 FROM MSAS 154 (19TH AVE. E.) TO MSAS 157 (WOODLAND AVE.) AND CONSTRUCT TISCHER CREEK PEDESTRIAN BRIDGE, NEW BR#R0950. AND E. ST MARIE ST(MSAS 156) FROM CARVER AVE TO VERMILLION RD. CONSTRUCT CAMPUS CONNECTOR SEGMENT 5. (ASSOC 118-155-009CRP, 118-155-009)	STBGP TAP	\$824,091	\$4,094,755	\$4,918,846

Additional tables on the next page.



Agenda Item Descriptions

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TIP Amendment #3, continued

State Project ID# 118-155-009CRP

Removed from project description:

Current Planned Year	State Project ID	Agency	Route System	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Other \$	Project Total \$ (MPO Total)
2026	118-155-009CRP	Duluth	Campus Connector Trail	0.4	BIKE/PED	**CRP**: IN DULUTH RECONSTRUCT MSAS 155 (COLLEGE ST.) AND CONSTRUCT CAMPUS CONNECTOR SEGMENT 4 FROM MSAS 154 (19TH AVE. E.) TO MSAS 157 (WOODLAND AVE.) AND CONSTRUCT TISCHER CREEK PEDESTRIAN BRIDGE, NEW BR#R0950. AND E. ST MARIE ST(MSAS 156) FROM CARVER AVE TO VERMILLION RD. CONSTRUCT CAMPUS CONNECTOR SEGMENT 5. (ASSOC 118-155-009CRP, 118-155-009)	CRP	\$185,000	\$46,250	\$231,250
2026	118-155-009CRP	Duluth	Campus Connector Trail	0.4	BIKE/PED	**CRP**: IN DULUTH RECONSTRUCT MSAS 155 (COLLEGE ST.) AND CONSTRUCT CAMPUS CONNECTOR SEGMENT 4 FROM MSAS 154 (19TH AVE. E.) TO MSAS 157 (WOODLAND AVE.) AND CONSTRUCT TISCHER CREEK PEDESTRIAN BRIDGE, NEW BR#R0950. AND E. ST MARIE ST(MSAS 156) FROM CARVER AVE TO VERMILLION RD. CONSTRUCT CAMPUS CONNECTOR SEGMENT 5. (ASSOC 118-155-009CRP, 118-155-009)	CRP	\$185,000	\$46,250	\$231,250

TIP Amendment #4

Project 6926-58N has had a project total cost increase of \$800,000 due to a greater than anticipated cost to repair the Talmadge River culvert. MnDOT District 1 has a budget carryover from a project outside the MIC area from FY2025 and will use a portion of that surplus to cover the cost increase. The federal funding amount will increase from \$316,658 to \$968,018 and the state match will increase from \$72,232 to \$220,872. The project total is increasing from \$388,890 to \$1,188,890. Additionally, the type of work is being changed from “pavement resurface and rehabilitation” to “traffic control devices/safety” to match another project line in the TIP associated with the same project, State Project ID # 6926-58 and to more accurately reflect the project work.

Please refer to the table on the next page.



Agenda Item Descriptions

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TIP Amendment #4

State Project ID # 6926-58N

Funding and cost changes:

- Federal (“Non-AC”): **increased by \$651,360**
- State T.H. or Bond \$: **increased by \$148,640**
- Project Total \$ (MPO Total): **increased by \$800,000**

Current Planned Year	State Project ID	Agency	Route System	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	State T.H. or Bond \$	Project Total \$ (MPO Total)
2026	6926-58N	MNDOT	MN61	0.4	PAVEMENT RESURFACE AND REHABILITATION	MN 61 ATJCT CSAH33/MCQUADE RD. CONSTRUCT REDUCED CONFLICT INTERSECTION, TALMADGE RIVER BOX CULVERT REPAIR AND INSTALL RWIS. (ASSOC 069-070-074) MNDOT LEAD	NHPP	\$316,658	\$72,232	\$388,890
2026	6926-58N	MNDOT	MN61	0.4	TRAFFIC CONTROL DEVICES/SAFETY	MN 61 ATJCT CSAH33/MCQUADE RD. CONSTRUCT REDUCED CONFLICT INTERSECTION, TALMADGE RIVER BOX CULVERT REPAIR AND INSTALL RWIS. (ASSOC 069-070-074) MNDOT LEAD	NHPP	\$968,018	\$220,872	\$1,188,890

7. Duluth Area TIP Project Tracker

MIC staff will lead a discussion about developing a new periodic project status tracker. Working with jurisdictions to understand their project development timelines, MIC staff will seek to determine a frequency for project status requests and information to be requested.

8. Bicycle Pedestrian Advisory Committee (BPAC) Update

The BPAC met on November 6 with a full agenda and a primary discussion topic of the BPAC bylaws update. The bylaws subcommittee described existing and new sections of the bylaws that they have explored. During discussion, BPAC members expressed interest in a more active MIC social media for circulating BPAC topics, better outlining recruitment and member composition, and meeting frequency. Mike Wenholz from the MIC sought feedback on active transportation related data to include in an upcoming annual MTP report card. Suggestions included winter sidewalk maintenance, key network gaps that were filled, newly paved asphalt shoulders, new active transportation policies, and bike and pedestrian detours. Lastly, jurisdiction representatives gave updates on a variety of active transportation elements of upcoming projects.



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9. Harbor Technical Advisory Committee (HTAC) Update

The HTAC meets on December 3 with a full agenda covering a variety of topics, including updates from the Dredging Subcommittee, a status update on the Duluth Ship Canal Work Group recommendations, a Blatnik Bridge project update, an overview of the education and research vessel Sadie Ann, a preview of the 2026 ISMA Grand Lodge Convention to be held in Duluth, the WLSSD Rebrand (Resource Renew), and an overview of Fraser Shipyards. A summary of this meeting will be provided.

10. Round Table Discussion

11. Project Updates

- **Administrative Modification #1 to the 2026-2029 Duluth Area TIP**

The MIC approved the City of Duluth’s request to add information about the city’s awarded Reconnecting Communities Pilot (RCP) grant to the current Duluth Area TIP document. As part of finalizing the grant agreement between the Federal Highways Administration (FHWA) the City of Duluth was advised to request that this grant for the *Duluth I-35 Community Access Revitalization Study* be added to the current Duluth Area TIP.

The added information includes the project name, award amount, non-federal fund amount, estimated total project cost, a general project description, statement of work, and an overview on the RCP grant program.

Pages 100-101 have been added in the appendix section of the TIP document to provide this information. See below:

City of Duluth Reconnecting Communities Pilot (RCP) Grant

Project Name	Applicant	Program	Award Amount	Non-Federal Funds	Estimated Total Project Cost
Duluth I-35 Community Access Revitalization Study	City of Duluth, Minnesota	Reconnecting Communities Pilot	\$1,800,000	\$450,000	\$2,250,000

General Project Description

The City of Duluth, Minnesota, in partnership with the Minnesota Department of Transportation and the Duluth-Superior Metropolitan Interstate Council, will develop a comprehensive and community-led vision for transportation and other public right-of-way improvements along the Interstate 35 corridor in West Duluth and Downtown Duluth. A long-term plan is needed to improve connectivity across the interstate corridor, better integrate existing and future land uses, and remove barriers to economic development. The surrounding community will lead the creation of this vision with support from city staff.



Agenda Item Descriptions

** = Presented for TAC recommendation to the MIC Policy Board for Approval or Adoption*

Statement of Work

The City of Duluth will lead this planning study with the formation of a project management team, including, but not limited to, representatives from key partners, the Minnesota Department of Transportation, and the Duluth-Superior Metropolitan Interstate Council. In addition, the City will create a Community Advisory Board to represent the study area. Public outreach activities will include public meetings, outreach to community and stakeholder organizations, and online engagement.

The planning study will evaluate existing issues, needs, and opportunities, including land uses and how they interact with the transportation network, including freight, regional and area traffic analysis, multimodal transportation system, market analysis, and assessments of impact on the community.

Once the issues, existing conditions, and community priorities have been identified and vetted, the study will then develop a comprehensive series of high-level improvement alternatives. The range of options and alternatives will be vetted based on feasibility and community acceptance, particularly those most impacted by the existing conditions.

The study will develop an implementation plan to prioritize proposed transportation improvements and the next steps necessary to bring this plan to fruition. The implementation plan will offer a logical and sequential path to implement improvements over time. This will allow the City of Duluth and study partners to work together towards realizing the study area vision. In addition to identifying the vision and locally preferred concept for Duluth, implementation will also include taking community priority projects that are short-term in nature and could be interim improvements through conceptual design. Following the acceptance of the plan by the Community Advisory Board, the plan will be brought forward to the Duluth City Council to solidify the vision and plan for Duluth.

Reconnecting Communities Pilot (RCP) Grant Program Overview

The Infrastructure Investment and Jobs Act established the Reconnecting Communities Pilot (RCP) Program to advance community-centered transportation connection projects, with a priority for projects that benefit low-capacity communities. RCP focuses on improving access to daily needs such as jobs, education, healthcare, food, nature, and recreation, and foster development and restoration, and provide technical assistance to further these goals. The primary goal of the RCP Program is to reconnect communities harmed by past transportation infrastructure decisions, through community-supported planning activities and capital construction projects that are championed by those communities.

- **Letters of Support for St. Louis County HSIP Application**

In October we submitted letters of support for three St. Louis County applications for FY 2029 and 2030 Highway Safety Improvement Program (HSIP) funding. Each proposed project involves the construction of a J-Turn at a key intersection within the MIC planning area and aligns closely with our regional safety and mobility priorities:

[US 53 and CR 889 \(Solway Road\)](#) – Estimated Cost: \$600,000

[US 53 and CSAH 9/CR 859 \(Caribou Lake Road\)](#) – Estimated Cost: \$600,000

[US 53 and CSAH 15/CR 223 \(Munger Shaw Road\)](#) – Estimated Cost: \$750,000



Agenda Item Descriptions

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If funded, these projects will implement critical safety improvements that support our federally required PM1 Safety Performance Measure targets and advance the long-range goals outlined in the MIC's Metropolitan Transportation Plan.

- **Safe Routes to School**

Throughout October, ARDC and MIC staff assisted the Duluth public schools ISD709 Safe Routes to School coordinator with drop off and pickup hazard observations at each of the elementary schools in the district. In November, staff held walk audits at six of the elementary schools that were attended by school staff, city and county staff, parents, and school board representatives. During winter, ARDC staff will process the collected data for incorporation into the districtwide Safe Routes to School Plan. Staff are also preparing for further data collection at secondary schools during the spring semester.

- **dsmic.org Website Redesign**

Work continues by Sek Design Studio to redesign the MIC's website. Both the wireframe (basic layout) and the full website design specs have been reviewed and approved by MIC staff. Over the course of the next six weeks, Sek will be building the new site. With a fresh new look to our site, and improved navigation, dsmic.org is anticipated to launch January 30, 2026.

- **2030 Minnesota Surface Transportation Block Grant Program (STBGP), Carbon Reduction Program (CRP), Transportation Alternatives (TA) & PROTECT**

On December 1, applications were distributed to Duluth area jurisdictions for the Surface Transportation Block Grant program, Carbon Reduction Program (CRP), Transportation Alternatives (TA) program, and the Promoting Resilient Operations for Transformative, Efficient, Cost-effective Transportation program (PROTECT). Applications for each of these programs are due January 9, 2026. Prior to the application period opening, ARDC staff received Letters of Intent (LOI) from MIC area jurisdictions for CRP, TA, and PROTECT programs. St. Louis County submitted one project LOI for PROTECT and one for TA in the MIC area. The City of Duluth submitted three LOIs; three letters for CRP funding, and one submitted for TA as well. Staff provided approval for these projects and invited the jurisdictions to proceed with full applications. The University of Minnesota-Duluth also submitted an LOI for CRP and PROTECT, but the project was determined to be ineligible.

12. Adjourn