



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

<b>Note Taker(s)</b>	Tari Aanonsen, MIC Administrative & Finance Assistant	
<b>Members Present</b>		
	Chris Belden	Duluth Transit Authority
	David Bolf	City of Hermantown
Virtual	Chris Carlson	City of Superior – Public Works
	Jim Foldesi	St Louis County
	Kate Ferguson	Duluth Seaway Port Authority
	Derek Fredrickson	MnDOT District 1
Virtual	Todd Janigo	City of Superior – Public Works
Virtual	Cari Pedersen	City of Duluth
	Mae Sommerfeld	WisDOT NW Region
	Cindy Voigt	City of Duluth Engineering
	Maren Webb	MnDOT District 1
	Skip Williams	Active Transportation
<b>Members Absent</b>		* Excused Absence
	James Gittemeier*	City of Duluth
	Jason Jackman	Douglas County
	Chris Lee*	City of Duluth
	Jess Rich	City of Proctor
	Tom Werner*	Duluth Airport Authority
	Vacant	Economic Development
	Vacant	Mobility Challenged Community
<b>Others Present</b>		
Virtual	Tim Burkhardt	Alliant Engineering
	Ron Chicka	MIC Director
Virtual	Dan Edgerton	Zan Associates
Virtual	Jason Gottfried	MnDOT Central Office – MPO Coordinator
Virtual	Judy Gibbs	BPAC
Virtual	Latasha Jennings-Dedina	Zan Associates
Virtual	Justin Johnson	WisDOT Central Office - MPO Coordinator
Virtual	Sheldon Johnson	NWRPC-MIC Deputy Director
Virtual	Michael Kalnback	MnDOT
	Jeremy Kroke	Duluth Transit Authority
	Vic Lund	St Louis County
Virtual	Jason Nordberg	FHWA WI
	Eli Norlander	MIC Transportation Planner
	Andrew Renville	UMD Student
Virtual	Shep Rogers	Zan Associates
	Richard Sarran	MIC Senior GIS Specialist
	Sam Schmall	MIC GIS Intern



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Virtual	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 1:36 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 10.14.25\***

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

<b>Motion Discussion and Vote</b>	<b>Skip W / Chris Belden moved to approve the 10.14.25 meeting summary. There was no further discussion; the motion was approved unanimously.</b>
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- **Director’s Report**

Ron Chicka gave a brief update on the following items:

- Committee meetings of the MIC will now require voting members to attend in person and will no longer allow members to join by using the virtual option through Microsoft TEAMS. This is due to the MIC receiving a memo from the host agencies (ARDC and NWRPC) directing all committees and subcommittees to meet in person beginning January 1, 2026. Technical oversight and presenters may still participate by a virtual option.
- ARDC and NWRPC are in the process of revising the MIC Policy Board Bylaws, along with the ARDC/NWRPC Joint Powers Agreement. This process is anticipated to take a few months before it is final.
- The MIC issued three letters of support for the St. Louis County HSIP applications. These were in support of proposed projects involving the construction of a J-Turn at key intersections, within the MIC planning Area:

[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

- The final study has been published for MnDOT/Central Entrance, 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.



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

The MIC is completing a Safety Action Plan (SAP) aimed at eliminating traffic-related fatalities and serious injuries throughout the MIC Planning Area.

Latasha Jennings-Dedina, of Zan Associates, the consultant hired to complete Phase II, began by reviewing the work completed in Phase I which included an analysis of safety data, along with project and strategy selection. She went on to say that Phase II will include updates to the Phase I technical analysis, along with a robust public and agency stakeholder engagement process.

Tim Burkhardt of Aliant Inc. went on to facilitate a discussion with those present to review the current list of safety-related transportation plans, policies, and processes published by agencies with jurisdiction over roadways within the MIC planning area. The goal of the discussion was to help identify additional plans or policies that may have been missing from the list, which will help to inform recommendations included in the Safety Action Plan. By connecting safety-related policy and processes within the MIC Planning Area to one another, the SAP will support systemic change to prioritize safety, consistent with the Safe System Approach, through shared goal setting and partnerships.

TAC members named additional plans that were missing from the list, such as St. Louis County's Comprehensive Highway Safety Plan, the MN Freight and Rail Crossing Plan, the Duluth Area Comp Plan, all of which may include additional safety policies and processes in use by these jurisdictions.

Next steps include a MIC Policy Board Resolution to adopt a goal toward zero deaths and serious injuries (for approval at the January Policy Board meeting). Additionally, the SAP Advisory Committee is being assembled, and the first meeting (of three) is expected in mid-January. Additional focus groups and stakeholder meetings will take place in the next few months, which will help to validate the safety data and inform the recommendations of the SAP.

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

Sheldon Johnson gave an overview of the following amendments to the 2025-2028 Superior Area TIP:

#### **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.

*Please refer to the table on the next 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  113-25-046 Amended to TIP in December2025 1199-00-56	IH 535 – Detour Superior-Duluth Winter Street, CP RR XING 691656C Surface miles 0.0 State Funded Total Improvement Cost (nearest \$) \$410,096,125	PE				
		ROW				
		CONST		97	181	278
		TOTAL		97	181	278

**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.

**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.

*Please refer to the table on the next 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  113-25-048 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.

**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 December2025 1199-01-53	IH 535 – Detour Superior-Duluth Winter St, BNSF RR XING 085931A Signals miles 0.0 State Funded Total Improvement Cost (nearest \$) \$410,096,125	PE				
		ROW				
		CONST		354		354
		TOTAL		354		354



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<b>Motion Discussion and Vote</b>	<p><b>Kate Ferguson/ Jim Foldesi moved to recommend the 2025-2028 Superior Area TIP Amendments #29-32 to the Policy Board for approval.</b></p> <p><b>Committee Discussion:</b></p> <p><b>Q: Member Cari Pederson asked about the dollar figure listed in the Project Description section of all the tables (\$410,096,125) and what that refers to.</b></p> <p><b>A:</b> Sheldon Johnson stated that due to requirements put in place by WisDOT, the Superior Area TIP tables must show the total project cost when showing any component of that project (as seen in amendments). So while these amendments do not add up to that amount, the entire project overall equals \$410,096,125, as listed in each table.</p> <p><b>Voting Aye: Belden, Bolf, Carlson, Ferguson, Foldesi, Fredrickson, Janigo, Pederson, Sommerfeld, Voigt, Webb, Williams</b></p> <p><b>Voting Nay: None</b></p> <p><b>Abstain: None</b></p> <p><b>Absent: Gittemeier, Jackman, Lee, Rich, Werner</b></p> <p><b>Motion Carried: Aye: 12, Nay: 0.</b></p>
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**5. Superior Urban Area Functional Classification Changes\***

Sheldon Johnson gave an overview of the Functional Classification changes proposed by WisDOT to the Superior Urban Area. Those changes are as follows:

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. 61<sup>st</sup> 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



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c. Total mileage change = 0.14 miles

**4. John Avenue: 61<sup>st</sup> Street to 58<sup>th</sup> 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

<b>Motion Discussion and Vote</b>	<p><b>David Bolf / Skip Williams moved to recommend the Superior Urban Area Functional Classification Changes to the Policy Board for approval.</b></p> <p><b>Committee Discussion:</b> None</p> <p><b>Voting Aye:</b> Belden, Bolf, Carlson, Ferguson, Foldesi, Fredrickson, Janigo, Pederson, Sommerfeld, Voigt, Webb, Williams</p> <p><b>Voting Nay:</b> None</p> <p><b>Abstain:</b> None</p> <p><b>Absent:</b> Gittemeier, Jackman, Lee, Rich, Werner</p> <p><b>Motion Carried: Aye: 12, Nay: 0.</b></p>
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**6. 2026-2029 Duluth Area TIP Amendments #1-4\***

Eli Norlander gave an overview of the following amendments to the 2026-2029 Duluth Area TIP: federal funding opportunities, which include multiple funding years. The Letter of Intent Period is now open until October 31, 2025. If jurisdictions are interested in applying, one combined letter of intent may be written for all the funding sources. ARDC is facilitating the solicitation of these funds.

**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.*



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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.*



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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 <del>AND EV CHARGING STATIONS</del>	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.*



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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.) <del>AND CONSTRUCT TISCHER CREEK PEDESTRIAN BRIDGE, NEW BR#R0950.</del> 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.*



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**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.) <del>AND CONSTRUCT TISCHER CREEK PEDESTRIAN BRIDGE, NEW BR#R0950.</del> 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.*



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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.) <del>AND CONSTRUCT TISCHER CREEK PEDESTRIAN BRIDGE, NEW BR#R0950.</del> 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.*



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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

*See next page for actions taken.*



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<p><b>Motion Discussion and Vote</b></p>	<p><b>Skip Williams / Cindy Voigt moved to recommend the 2026-2029 Duluth Area TIP Amendments #1-4 to the Policy Board for approval.</b></p> <p><b>Committee Discussion:</b></p> <p><b>Q: Member Jim Foldesi suggested that the project descriptions are too specific and if jurisdictions could make them more generic, this could reduce the number of amendments required for each project throughout its cycle.</b></p> <p><b>A: Eli Norlander commented that the federal guidance has some requirements for inclusion in each project description (that must be adhered to).</b></p> <p><b>Q: Member Cindy Voigt commented that the project descriptions are based upon the descriptions used in the TA or Federal Highways application process. Jurisdictions need clarification from MnDOT Central Office or FHWA on this. An example would be “Pavement Improvement” vs. “Mill and Overlay”.</b></p> <p><b>A: Eli Norlander stated that MIC staff will try to get some guidance on this issue.</b></p> <p><b>Voting Aye: Belden, Bolf, Carlson, Ferguson, Foldesi, Fredrickson, Janigo, Pederson, Sommerfeld, Voigt, Webb, Williams</b></p> <p><b>Voting Nay: None</b></p> <p><b>Abstain: None</b></p> <p><b>Absent: Gittemeier, Jackman, Lee, Rich, Werner</b></p> <p><b>Motion Carried: Aye: 12, Nay: 0.</b></p>
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**7. Duluth Area TIP Project Tracker**

Eli Norlander introduced the idea of a project tracker for the Duluth Area TIP projects, which was formed by MIC staff to be a more public facing way of reporting out to, and for, the benefit of MIC Policy Board members and other stakeholders.

The tracker would be formatted as a Story Map, which could include tools to filter through a list of projects, such as by status, by phase, or by location. The tracker will be built from the four-year TIP timeline and may help to encourage comments from stakeholders at earlier stages of project development.

Eli then requested feedback from the group as to how often updates on project status should be collected by MIC staff for updating the project tracker by asking a series of questions. Should updates be given as a project moves through each development process phase, what are those phases, how does status information vary by project, by jurisdiction, were some of the questions asked.

MIC staff suggest a frequency of every four months, or three times a year: in April, when all new projects enter the TIP, in August, which is the Public Comment Period for the new TIP and old projects drop out, and in December, when construction season has mostly subsided.

Not all projects need to be included in the project tracker. MIC staff suggest that the projects with higher anticipated public interest should be included, along with construction projects and transit development projects, for a total of up to ten projects in the tracker. The tracker would give basic information and would link to the jurisdiction’s website for the most complete and up-to-date



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information. The intention is not to replace the jurisdiction's communication of their projects, but to give stakeholders a place to gain access to all the projects they are interested in.

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*TAC Discussion Summary and Suggestions:*

- Phases: “Scoping” and “Planning” should be separated, as those are not typically together
  - Planning/Pre-scoping
  - Scoping
  - Design
- How does the public know when it can comment on each project?
- This is a healthy way to do these multi-year projects; it will help to clarify the process.
- Can the projects that are being let for construction be listed in red, to indicate that the time for public comment has passed?

All comments and suggestions will be considered by MIC staff. A draft will be presented at a meeting soon for review.

**8. Bicycle Pedestrian Advisory Committee (BPAC) Update**

Eli Norlander gave an update on the most recent activities of the BPAC. The BPAC met on November 6, 2025, for a regular quarterly meeting and a variety of topics were covered:

- Bylaws Subcommittee: Update was given to the BPAC on the sections that are under review, as well as a new proposed section addressing recruitment, application process and voting. The subcommittee is also working to define different types of communication from the BPAC to the TAC and to the public, possibly through social media avenues.
- Mike Wenzholz presented to the BPAC on MTP Implementation that has occurred and reported on a proposed report card that would be completed annually. The report card will identify how completed projects that are leaving the TIP have made progress toward the goals and objectives of the MTP
- Eli Norlander gave updates to the BPAC on the MIC’s Safety Action Plan (SS4A grant), and the ISD# 709 Safe Routes to School.
- Many updates of ongoing and upcoming projects in the Duluth-Superior Area were given, including a MnDOT study of the Miller Hill Mall Area.

**9. Harbor Technical Advisory Committee (HTAC) Update**

Mike Wenzholz gave an update on the most recent meeting of the HTAC, which occurred on December 3, 2025:

- HTAC Subcommittees usually give a report on Dredging, Navigation & Safety, and other work groups, such as Duluth Ship Canal Concerns Work Group.
- Pat Huston, MnDOT, gave an update on the Blatnik Bridge. One highlight, the MIC 2019 Diversion Study was used to prepare for service outages due to the upcoming bridge closure.
- A presentation was given by UWS’s Alan Brew, Program Manager of the Sadie Ann. Sadie Ann is



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the new education and research vessel for UW-Superior.

- International Ship Masters’ Association’s (ISMA) 2026 Convention will be held in Duluth (only the 6<sup>th</sup> time ever in Duluth) from January 28<sup>th</sup> through February 1<sup>st</sup>, 2026.
- WLSSD presented their new brand, Resource Renew and gave an overview of the services they provide to the Duluth area.
- Fraser Shipyards gave an overview of their four divisions, and the maritime services they provide.

**10. Round Table Discussion**

No round table items were presented.

**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.

**Statement of Work**



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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



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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:** With no further agenda items, discussions or announcements, Director Chicka adjourned the meeting at 3:23 pm.