



Note Taker(s)	Tari Aanonsen, MIC Administrative/Finance Assistant	
Members Present		
	Members Present	
WI Co-Chair	Nick Baker	Douglas County Board of Supervisors
	Jake Benson	City of Proctor Alternate
MN Co-Chair	Wayne Boucher	City of Hermantown
	Tylor Elm	Superior City Council
Virtual	Mark Johnson	Superior City Council
	Yauhen Karatai	City of Duluth – Citizen Representative
Virtual	Janet Kennedy	Duluth City Council
	Rosemary Lear	Douglas County Board of Supervisors
	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
	Jenny Van Sickle	City of Superior – Citizen Rep
	Scott Welsh	Solway Township
Members Absent	* Excused Absence	
	Broc Allen	Douglas County Suburban Townships
	Annie Harala	St. Louis County
	Randy Skowlund*	Douglas County Board of Supervisors
	Tara Swenson*	Duluth City Council
	Chad Ward*	City of Proctor
Others Present		
Virtual	Mike Casey	Community Member
	Ron Chicka	MIC Director
	Darrel Johnson	City of Rice Lake
	Sheldon Johnson	NWRPC Deputy MIC Director
	Kristi Kane	ARDC Executive Director
Virtual	James Miller	Office of Congressman Tiffany
	Richard Saran	MIC Senior GIS Specialist
	Rondi Watson	MIC Senior Planner/Communications Specialist
Virtual	Latasha Jennings-Dedina	Zan Associates
Virtual	Shep Rogers	Zan Associates



1. Introductions / Agenda Review

MIC Co-Chair, Nick Baker, called the meeting to order at 6:00 pm. Then a “Roll Call” attendance was taken.

Chair Baker then moved on to item #2 on the agenda.

2. Committee Business

- **Meeting Summary of 10.15.25***

Chair Baker then asked if there were any questions or changes to the October meeting summary.

Motion Discussion and Vote	<p>Rosemary Lear / John Lohse moved to approve the 10.15.25 meeting summary</p> <p>Board Discussion: None</p> <p>Voting Aye: Baker, Benson, Boucher, Elm, Johnson, Karatai, Kennedy, Lear, Ledin, Lohse, McGill, Quade, Van Sickle, Welsh</p> <p>Voting Nay: None</p> <p>Abstain: None</p> <p>Absent: Allen, Harala, Skowlund, Swenson, Ward</p> <p>Motion Carried: Aye: 14, Nay: 0.</p>
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Sheldon Johnson, Executive Director of NWRPC and MIC Deputy Director, then gave a brief statement about recent disruptions to the nature of business for the Duluth-Superior Metropolitan Interstate Council. As a result, the Northwest Regional Planning Commission (NWRPC) and Arrowhead Regional Development Commission (ARDC), as the designated MPO’s for Duluth and Superior, have been meeting to discuss changes necessary for the function and operation of the MPO purpose. Over the next several months, Director’s Kane (ARDC) and Johnson (NWRPC) will work with Ron Chicka to review and update bylaws for all MIC committees and will develop a member code of conduct and conflict of interest documents. The current member onboarding process will also be reviewed for opportunities for improvement.

Kristi Kane, Executive Director of ARDC, then made a brief statement regarding Policy Board meetings. Beginning January 1, 2026, to say that all ARDC affiliated meetings will be held in person and the hybrid format will be eliminated, with a few exceptions for emergency meetings, etc.

- **Director’s Report**

Director Chicka briefly updated the Board on Central Entrance in Duluth. The final report has been posted by MnDOT that was completed by SRF, the consultant hired by MnDOT to study the corridor. The report did not result in a definite answer and so the corridor will now go through a federal scoping process. Funds are tentatively set for 2031-2032, and planning for the project should be done in the next couple of years.

Director Chicka went on to state that the replacement lighting for Bong Bridge is slated for installation next week.



- **Open Public Comment Period**

Community member, Mike Casey, stated that he wanted to make a statement on an item that was not on the agenda. Chair Baker gave a reminder that the Open Public Comment Period is reserved for comments related to agenda items only.

3. Duluth-Superior Area Safety Action Plan – Phase 2 Update

Latasha Jennings-Dedina of Zan Associates, the consultant hired to perform Phase Two of MIC's Safety Action Plan, began by saying the Safety Action Plan is aimed at eliminating traffic-related fatalities and serious injuries on roadways throughout the MIC Planning Area and is guided by the U.S. DOT's Safe System Approach. Phase One was completed last year which focused on the safety analysis data. Phase Two, which began this past fall will focus on the public engagement and project selection aspects of the Plan.

Phase 2 will focus on the following goals:

- Engaging the community and listening to all voices
- Recommending projects that can be put into action and policies that will support coordination among jurisdictions
- Building strong local support
- Tracking progress over time

Over the next several months Zan will lead opportunities for community members and stakeholders to share their vision, experiences, feedback, and concerns using a range of communication and engagement tools, with a focus on building awareness of traffic safety issues and gaining support for future improvement projects.

A key outcome is for the MIC Policy Board to adopt a resolution committing to the goal of attaining zero traffic-related deaths and serious injuries in the Duluth-Superior area. A draft resolution will be sent to members in advance of the January 2026 meeting for review and will be an agenda item for approval.

Finally, the collaborative input that is received will be used to inform the development of the Safety Action Plan's recommendations and policies, by helping to identify potential safety projects, helping to update policies or processes to address safety concerns, and by confirming the findings from the updated safety analysis. A full draft Plan will be prepared and shared for public feedback in summer 2026, and ultimately a final Plan will be completed in the fall.

Next steps will include one to one small group meetings with Policy Board members, Policy Board consideration of the draft resolution, and a presentation and vote on the resolution at the January 2026 Policy Board meeting.

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

Sheldon Johnson gave 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 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.

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

Public Comments:

No Public Comments were received related to the Superior Area TIP Amendments.



Motion Discussion and Vote	<p>Moved by Lear seconded by McGill , to approve Amendments #29-32 for adoption into the 2025-2028 Superior Area Transportation Improvement Program (TIP).</p> <p>Board discussion: No comments or discussion from the Board members.</p> <p>Voting Aye: Baker, Benson, Boucher, Elm, Johnson, Karatai, Kennedy, Lear, Ledin, Lohse, McGill, Quade, Van Sickle, Ward, Welsh</p> <p>Voting Nay: None</p> <p>Abstain: None</p> <p>Absent: Allen, Harala, Skowlund, Swenson, Ward</p> <p>Motion Carried: Aye: 14, Nay: 0.</p>
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5. Superior Urban Area Functional Classification Changes*

Deputy Director Sheldon Johnson gave an overview of the following proposed changes to the Superior Urban Area Functional Classifications:

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

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



Public Comments:

There were no Public Comments received regarding the Superior Area Classification Changes.

Prior to a motion:

Q: Board member, Nick Ledin, stated that the proposed changes are located within his district, and he is wondering what these changes would mean on a day-to-day operation.

A: Sheldon Johnson stated that the change is related to funding opportunities. The higher the classification, the more funding is available to the roadway.

Q: Member Ledin went on to ask if the forthcoming Blatnik closure was considered in the factoring process.

A: Johnson stated that the review looks out further than 2-3 years.

Q: Member Ledin asked if there were other MIC recommendations.

A: Johnson stated that there were none at this point. The entire area will be evaluated over time.

Board member McGill stated that in his experience as an engineer, the upgrades in classification proposed to John Avenue will typically see increased speeds and widened roads. This would be a concern for him, given the needs of the neighborhood.

Board member Van Sickle supports the two roads that are being downgraded. For the two that are being upgraded, she would be curious to know how this change supports Safe Routes to School, as these are located in the vicinity of a school. Speeding is a concern; she would want to exercise extreme caution here. She recommends sending changes 3 & 4 (John Avenue related) back to the TAC or not approve them at all.

See next page for actions taken.



<p>Motion Discussion and Vote</p>	<p>Moved by Ledin , seconded by Elm to divide the question and to approve the Superior Urban Area Functional Classification Changes#1 & 2 separately from Changes #3 & 4.</p> <p>Board discussion: No additional discussion on the Motion.</p> <p>Voting Aye: Baker, Benson, Boucher, Elm, Johnson, Karatai, Kennedy, Lear, Ledin, McGill, Quade, Van Sickle, Welsh</p> <p>Voting Nay: Lohse</p> <p>Abstain: None</p> <p>Absent: Allen, Harala, Skowlund, Swenson, Ward</p> <p>Motion Carried: Aye: 13, Nay: 1.</p>
<p>Motion Discussion and Vote</p>	<p>Moved by Lear, seconded by Van Sickle to Approve the Superior Urban Area Functional Classification Changes#1 & 2.</p> <p>Board discussion: No additional discussion on the Motion.</p> <p>Voting Aye: Baker, Benson, Boucher, Elm, Johnson, Karatai, Kennedy, Lear, Ledin, Lohse, McGill, Quade, Van Sickle, Ward, Welsh</p> <p>Voting Nay: None</p> <p>Abstain: None</p> <p>Absent: Allen, Harala, Skowlund, Swenson, Ward</p> <p>Motion Carried: Aye: 14, Nay: 0.</p>
<p>Motion Discussion and Vote</p>	<p>Moved by Lear, seconded by Van Sickle to either send Superior Urban Area Functional Classification Changes #3 & 4 back to the TAC for reconsideration, or to not approve them.</p> <p>Board discussion: Q: Member Kennedy asked what would be the plan if #3 & #4 are not passed tonight, and are there any repercussions of this action? A: Sheldon Johnson stated that both he and Director Chicka will discuss the issue with city staff at a future date and there are no repercussions at this time. Q: Member Kennedy stated that to be considerate of the community members who reside in these neighborhoods, she feels it is best to allow for more conversation to occur regarding the proposed changes. A: Sheldon Johnsons stated that he will reach out to city staff and to WisDOT and potentially these will be back on a future agenda, depending on the outcome of those conversations.</p> <p>Voting Aye: Baker, Benson, Boucher, Elm, Johnson, Karatai, Kennedy, Lear, Ledin, Lohse, McGill, Quade, Van Sickle, Ward, Welsh</p> <p>Voting Nay: None</p> <p>Abstain: None</p> <p>Absent: Allen, Harala, Skowlund, Swenson, Ward</p> <p>Motion Carried: Aye: 14, Nay: 0.</p>



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:

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.

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

Additional tables are on the next page.



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.



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.



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.



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.



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.



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/MCQUAD E 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/MCQUAD E RD. CONSTRUCT REDUCED CONFLICT INTERSECTION, TALMADGE RIVER BOX CULVERT REPAIR AND INSTALL RWIS. (ASSOC 069-070-074) MNDOT LEAD	NHPP	<u>\$968,018</u>	<u>\$220,872</u>	<u>\$1,188,890</u>

See next page for actions taken.



Motion Discussion and Vote	<p>Moved by Boucher, seconded by Lohse, to approve Amendments #1-4 for adoption into the 2025-2028 Duluth Area Transportation Improvement Program (TIP).</p> <p>Board discussion:</p> <p>Q: Member McGill asked if the existing bridge on the Campus Connector between St. Marie Street and University Drive will stay in place, or will it be torn down?</p> <p>A: Eli Norlander stated that it will remain in place.</p> <p>Q: Member Karatai asked if there would be leftover funds from the EV portion of the W. Superior Street project that is going away, and if so, how will these be used?</p> <p>A: Eli Norlander stated that there is a certain amount of contingency built into the project and since the funds for the EV portion are not substantial, the funds will be absorbed into the contingency.</p> <p>Voting Aye: Baker, Benson, Boucher, Elm, Johnson, Karatai, Kennedy, Lear, Ledin, Lohse, McGill, Quade, Van Sickle, Ward, Welsh</p> <p>Voting Nay: None</p> <p>Abstain: None</p> <p>Absent: Allen, Harala, Skowlund, Swenson, Ward</p> <p>Motion Carried: Aye: 14, Nay: 0.</p>
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7. Duluth Area TIP Project Tracker

Eli Norland gave an overview of the future project tracker for the Duluth Area TIP that is planned for 2026. The MIC is developing a project status tracker that will be housed in StoryMap, which is mapping software that provides interactive capabilities to allow more information about projects in the Duluth area to be made available and accessible.

The tracker will include plain language descriptions and will also include commonly used terms and definitions to make it more user friendly. Eli went on to show a couple of examples from other jurisdictions that are using a project tracker, to give Board members an idea of what the MIC's could look like.

While the tracker will not include all projects in the MIC area, staff will be working with the local jurisdictions to include projects in which high public interest is anticipated. The tracker will have a link to the jurisdiction's webpage for each project, when available. The jurisdiction will remain the authority on their projects, and their websites will have the most up to date information, along with public input opportunities for each project. The goal of the tracker is to help connect the public to area projects of interest and provide access to information in one place.

MIC staff aim to have a draft project tracker to share with the Policy Board in April.

8. Bicycle Pedestrian Advisory Committee (BPAC) Update

Eli Norlander gave a brief update on the activities of the BPAC and the business that occurred at the November 6th meeting.

A BPAC subcommittee has been formed to review the Bylaws of the BPAC. The current language is being reviewed to identify areas for improved clarity.



MIC staff are responding to a request to offer increased communication between the BPAC and the public, including an increased presence on social media. Social media may be used by the MIC to recruit new members to the BPAC and could be used to raise awareness and share interesting topics with the general public.

Several speakers presented at the recent November BPAC meeting, including a presentation from Mike Wenholz regarding the MIC's Long Range MTP where he requested suggestions for different Data points for future reporting in the MTP. He received good suggestions on a variety of items.

Maren Webb presented Miller Hill Mall area MnDOT projects and Mimi Stender discussed the Active Transportation Summit for Arrowhead Road. She also discussed 2nd Street from Mesaba to the Essentia Health campus and how this road is becoming known as the "health corridor".

The next meeting of the BPAC is scheduled for February 5, 2026, in which the elections for both Chair and Vice Chair will occur.

9. Harbor Technical Advisory Committee (HTAC) Update

Mike Wenholz gave a brief update on the recent activities of the HTAC, along with their quarterly meeting which took place on December 3rd, 2025.

The Duluth Ship Canal Concerns Work Group, a subcommittee of the HTAC, has finalized their recommendations and presented them to the HTAC for review and approval. A letter will be shared soon that will review those recommendations.

Pat Huston, of MnDOT, gave an update on the Blatnik Bridge project, and shared the 2019 MIC Diversion Study, which confirmed the routes of interest during a full bridge closure. Pat also shared an overview of the Traffic Management Plan which addresses the improvements that are needed prior to the bridge closure. Most of the improvements will be on the Wisconsin side, in preparation for this large project. An email sign up option is available on the MnDOT project website to stay connected with project updates. [I-535 BLATNIK BRIDGE - MNDOT](#)

UWS introduced their new vessel, the Sadie Ann. The boat can accommodate up to 49 passengers and will be primarily used as a floating classroom for UWS students, with access to applied learning and field experiences, as well as for Capstone and research projects. When not in use by the College, it will be available for K-12 school programs, public programs, charter and custom programs, and other research projects.

The international Ship Masters' Association (ISMA) presented information about their upcoming 2026 Grand Lodge Convention, occurring in Duluth January 28th through February 1st, 2026. ISMA was founded in 1886 and is comprised of member lodges around the Great Lakes. The organization works to promote safe navigation on the Great Lakes, helps to educate policy makers and elected officials, and promotes harmony among the Great Lakes officers and mariners.

Resource Renew introduced their new brand (formerly WLSSD) which reinforces their mission and vision for the local communities they serve. The presentation was a reminder of the work that they do, which includes wastewater treatment, green energy, pollution prevention, solid waste and environmental preservation.

And finally, Fraser Industries presented an update on the products and services that they offer in the



maritime, rail, mining, pipeline, and agricultural industries.

10. Apprise from MIC Board Members

None

11. Project Updates

Project updates are not always formally presented at the meeting but are listed here per the MIC’s Public Involvement Plan (PIP), and to inform the board members of current MIC activity.

• **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

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.

- **DSMIC.ORG Website Redesign**

Work continues by SEK Design Studio to redesign the MIC's website. Both the wire frame (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, along with easier navigation, DSMIC.org is anticipated to launch January 30, 2026.

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

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



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.

12. Adjourn: With no further agenda items, discussions or announcements, Chair Baker adjourned the meeting at 7:40 pm.

DRAFT