



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

Note Taker(s)	Tari Aanonsen, MIC Administrative & Finance Assistant	
Members Present MST=Microsoft Teams		
	Chris Belden	Duluth Transit Authority
	David Bolf	City of Hermantown
<i>Via telephone</i>	Kate Ferguson	Duluth Seaway Port Authority
	Jim Foldesi	St Louis County
	Derek Fredrickson	MnDOT District 1
	James Gittemeier	City of Duluth
	Jason Jackman	Douglas County
	Duncan Schwensohn	City of Duluth
	Cindy Voigt	City of Duluth Engineering
	Maren Webb	MnDOT District 1
	Tom Werner	Duluth Airport Authority
	Skip Williams	Active Transportation
Members Absent		* Excused Absence
	Chris Carlson	City of Superior – Public Works
	* Chris Lee	City of Duluth
	Jess Rich	City of Proctor
	Mae Sommerfeld	WisDOT NW Region
	Vacant	City of Superior – Public Works
	Vacant	Economic Development
	Vacant	Mobility Challenged Community
Others Present		
	Ron Chicka	MIC Director
	Andy Johnson	MnDOT District 1
<i>MST</i>	Justin Johnson	WisDOT Central Office - MPO Coordinator
<i>MST</i>	Sheldon Johnson	NWRPC - MIC Deputy Director
	Jeremy Kroke	Duluth Transit Authority (alternate)
	Elliana Lattu	MIC Intern
	Vic Lund	St. Louis County Public Works
	Eli Norlander	MIC Transportation Planner
<i>MST</i>	Dena Ryan	MnDOT Central Office – MPO Coordinator
	Cherie Soileau	Duluth Transit Authority
	Richard Sarran	MIC Senior GIS Specialist
	Rondi Watson	MIC Senior Planner/Communications Specialist



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	Mike Wenholz	MIC Principal Planner
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1. Introductions / Agenda Review

Ron Chicka, MIC Director, called the meeting to order at 1:32 pm. A “roll call” attendance was taken. Director Chicka then moved onto item #2.

2. Committee Business

- **Meeting Summary of 8.18.26***

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

Motion Discussion and Vote	Skip Williams / Jim Foldesi moved to approve the 8.18.26 meeting summary. There was no further discussion; the motion was approved unanimously.
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- **Director’s Report**

Director Chicka reported on the following:

MIC Policy Board – Potential Adjustment to Meeting Times – For the present time, there will not be an adjustment to the meeting times of the MIC Policy Board. We will be discussing the results of a survey we did with the MIC Board members this month to determine next steps. We will keep TAC members apprised of the situation and potential changes; especially in that we would like to have some members attend the MIC Board meeting to aid in our overall presentation as it leads to actions taken.

Duluth Transit Authority (DTA) Triennial Review – This month, staff assisted in the DTA’s three-year review of all functions as conducted by the Federal Transit Administration (FTA). The MICs role, though minor, consists of communications between our two entities and keeping various items (e.g. TIP tasks, performance measure approvals, other operating agreements) up to date and consistent with current federal language. All of our work functions were found to satisfy FTA’s checklist.

Federal Bill Extension – A Continuing Resolution (CR) has been signed by Congress and the Administration (signed 9/2) that extends most transportation programs (including MPOs) through mid-December. The legislation expires at the end of this month. This action has been anticipated. The potential major components of the next federal bill have been established over the past year to two years with members of the House and Senate staff that write the bills. It remains to be seen if a full new bill is acted upon in the December “lame duck” session of Congress. There were some programs that did not continue with the extension. These included advance appropriations for programs involving intercity passenger rail, the Bridge formula program, and projects for electric vehicles. Also, \$13.5 billion was cut from some highway and transit funding.

3. Final Duluth-Superior Safety Action Plan*

Rondi Watson presented the Final Duluth-Superior Safety Action Plan which was completed by consultants Zan & Associates. Work on this project began September 2025 and included an update of the safety analysis data that had been completed previously in Phase I. The Plan uses the Safe System Approach which acknowledges that humans make mistakes and are vulnerable, safety is proactive and the responsibility is shared, redundancy is crucial and ultimately, death and serious injuries are unacceptable.



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The goal of this plan is to reduce, and eventually eliminate, traffic-related fatalities and serious injuries on roadways throughout the Duluth-Superior area by 2050.

The key outcomes for the Safety Action Plan include the identification of unsafe locations, along with recommended safety improvements for each location, provide policy recommendations that align with the Safe Systems approach, and completing and adopting an SS4A-eligible Safety Action Plan.

A Safety Action Plan has 8 required elements:

Required Elements	Duluth-Superior Safety Action Plan
Leadership & Goal Setting	Support from the MIC Policy Board, committed to a clear, measurable goal (resolution passed in January 2026 for zero by 2050).
Planning Structure	An Advisory Committee was formed.
Safety Analysis	Identified the highest risk, highest-priority locations, the summary is presented in Chapter 4, and the full analysis is in Appendix B.
Engagement & Collaboration	Engaged the community and agency stakeholders through targeted focus groups and pop ups, paid ads & social media posts, and an interactive mapping sight in which 642 comments were collected. This engagement resulted in the qualitative data for this plan.
Equity Considerations	Demographic analysis completed, vulnerable users identified and completed a stakeholder review process to ensure inclusion.
Policy & Process Changes	Chapter 5 lays out the key recommendations.
Strategy & Project Selection	Appendix E includes projects identified by their Safety Emphasis Areas and prioritized in three ways: by Risk, by Cost per Weighted Risk, and by Implementation Timeline.
Progress & Transparency	An annual progress report will be completed by MIC staff.

The next steps include the TAC recommendation and MIC Policy Board adoption at this month's meetings, GIS mapping of priority locations and project recommendations, additional jurisdictional leadership commitments and the first annual progress report to be completed by MIC staff.



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Rondi requested a motion from the TAC to recommend adoption of the Duluth-Superior Safety Action Plan by the MIC Policy Board.

Motion Discussion and Vote	James Gittemeier / Skip Williams moved to recommend the Final Duluth-Superior Safety Action Plan to the Policy Board for adoption. There was no further discussion. The motion passed unanimously.
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4. Duluth Urban Area Functional Classification Changes*

Eli Norlander began with a brief overview of what Functional Classification is and showed an aerial view of a section of West Duluth to show real-world examples of each roadway type. A statewide Functional Classification review occurs every ten years in between census years. It uses a scoring system based upon FHWA requirements and must reflect how a road is operating now, rather than how one would want it to be. Classifications have implications on federal and state funding, along with design choices.

MnDOT, local jurisdiction staff and MIC staff reviewed and identified 34 changes within the MIC planning area. The City of Duluth has seventeen road segments listed, City of Hermantown has two and St. Louis County has 15 road segments. Eli displayed a map of the proposed changes and allowed time for discussion and questions.

Eli then requested a motion from the TAC to recommend approval of the Duluth Area Functional Classification Changes to the MIC Policy Board.

Motion Discussion and Vote	Jim Foldesi / David Bolf moved to recommend the Duluth Urban Area Functional Classification Changes. There was no further discussion. The motion passed unanimously.
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5. Final 2027-2030 Duluth Area TIP*

Eli Norlander presented the Final 2027-2030 Duluth Area Draft TIP for adoption, which includes 97 million dollars in FHWA funding. He went on to review the upcoming projects included in this TIP cycle.

Upcoming projects include:

- Canal Park Drive Reconditioning in 2027 Railroad Street to Buchanan Street (\$971,750 in STBG funds) and includes street lighting and concrete repairs.
- Campus connector Trail, Segment 6 in 2027 (\$586,028 in TA funds) and will connect to existing Lakewalk & Congdon Park Dr Trail.
- Locking it in: Micromobility Parking in 2027 utilizing CRP funds to address the lack of parking for micro-mobility devices, micro-mobility shelters and racks, along with portable racks for special even use. Installations are planned for Summer 2027.



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- Rice Lake Rd Corridor Project in 2027-2028, (\$25M in BUILD funds, \$600K in TA funds) with a total project cost of \$40.9M. This project includes a new paved trail, a reconstructed roadway, four single-lane roundabouts, and a new road.
- Hermantown Road Reconstruction between Haines Rd and Okerstrom Rd.
- 4th Street Reconstruction between Mesaba Ave and 6th Ave E.
- Arrowhead Road Sidewalk Addition between Haines Road and Menards Drive.
- Morris Thomas Rd sidewalk addition between Hanes Rd and Okerstrom Rd.

With help from Jurisdictional staff, the MIC responded to questions received during the public comment period related to project development, project design choices, and roadway landscaping. MIC staff incorporated changes into the project maps that provided corrections and description clarity. Staff also reviewed future considerations for map improvements. Additionally, information was provided for AC vs Construction work in the project list.

After the draft was released in June, MIC staff were informed of changes needed to the Community Impact Assessment chapter due to Executive Orders issued and updates to the implementation of Title VI of the Civil Rights Act of 1964. These changes have been included in the final TIP and reflect the recent Executive Orders.

Next steps include a resolution and final document transmitted to MnDOT for review & approval. MnDOT will then submit it to FHWA and FTA for their review and approval before it is incorporated into the STIP (State Transportation Improvement Program). Then the cycle begins again.

Eli requested a motion from the TAC to recommend adoption of the 2027-2030 Duluth Area TIP by the MIC Policy Board.

Motion Discussion and Vote	Cindy Voigt / Maren Webb moved to recommend the Final 2027-2030 Duluth Area TIP to the MIC Policy Board for adoption. There was no discussion, the motion passed unanimously.
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6. Draft 2027-2028 MIC Unified Planning Work Program (UPWP)

The [Draft 2027-2028 MIC Work Program and Budget](#) has been reviewed and commented on by state and federal oversight and MIC staff has been working to incorporate the requested changes. Most changes were in relation to the Safe and Accessible Transportation Options (SATO) funding and how it was reflected in the initial draft budget. The Draft UPWP was made available to TAC and MIC members with the September meeting mailings and included many of the requested changes. Ron Chicka gave a brief overview of the Draft UPWP. A final draft will be sent to state and federal oversight at the end of September and presented for approval at the October TAC and MIC meetings.



7. Port Land Use Plan (PLUP) Update

Mike Wenholtz gave an overview of the Duluth-Superior Port Land Use Plan, which is the comprehensive port development plan for the lands which constitute the “working port” of the City of Duluth, MN and the City of Superior, WI waterfronts. The first Plan was developed in 1978 and has seen many iterations over several decades; however, it has not been updated currently since 2016. The MIC received a request to update the Plan from the Duluth Seaway Port Authority, along with recommendations for an update from other entities.

A port land use plan serves to guide the development and management of waterfront lands so they effectively support current and long-term maritime operations, protect limited deep-water berths, clarify applicable regulations, promote certainty for port businesses, encourage compatible adjacent land uses, and strengthen the community’s ability to leverage its geographic and transportation assets.

A small group has been formed from among the Harbor Technical Advisory Committee (HTAC) members and has considered the options for this update. Either a focus to include numerous, targeted revisions will occur, or a full rewrite will ensue. Once the group has determined which path to take, a finalization of the work group will occur to carry out the update of The Plan. It is anticipated that the process will take at least one year to complete, but possibly longer.

8. Project Updates

• Harbor Technical Advisory Committee (HTAC) Update

The HTAC met on September 2 with a full agenda covering a variety of topics, including updates from the Dredging Subcommittee and the status of starting the Port Land Use Plan updates, an overview of CN Railway’s iron ore business unit, status of Wisconsin DOT’s Freight Plan update, news regarding the St. Lawrence Seaway from both American and Canadian perspectives, and pertinent harbor-related Blatnik Bridge Project details. For more information regarding these topics, please go to the [HTAC meeting webpage](#) where you can find copies of the presentations.

• Safe Routes to School Updates

ISD709 (Duluth)

ARDC Planning staff, the ISD709 Safe Routes to School Coordinator, and MIC staff have continued developing infrastructure and programming recommendations for the Duluth Public Schools Safe Routes to School Plan. The project team will be holding the first of two review meetings with jurisdiction staff on September 22nd. During this meeting, the team hopes to receive feedback and feasibility input on these recommendations. The project team has also been gathering input from families and school staff on the updated recommended safe walking routes for each school. Before the project wraps up in December, there will be two final steering committee meetings with principals and jurisdiction stakeholders to finish refining recommendations, finalizing the safe walking routes, and develop the implementation section of the final plan.



DULUTH-SUPERIOR

Metropolitan Interstate Council

TAC Agenda Topics and Project Updates

September 15, 2026 Meeting

Meeting Summary

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Superior

MIC and City of Superior staff had an initial meeting with Superior School District staff and have been building out a steering committee and broader stakeholder list. School site data collection including drop off and pickup observations and monthly school bike counts, and a parent/caregiver survey will be the next data collection activities.

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DULUTH-SUPERIOR

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9. Round Table Discussion

- Mike Wenzholz stated that the annual progress reports for the Long-Range MTP are coming together and should be ready by December. Thank you to all who have provided feedback.

10. Adjourn: With no further agenda items, discussions or announcements, Director Chicka adjourned the meeting at 3:00 pm.

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