

Duluth-Superior
Metropolitan Interstate Council



2018 - 2019

Unified Transportation Planning
Work Program and Budget

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Presented for Approval September 2017

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Duluth-Superior
Metropolitan Interstate Council
2018 - 2019

UNIFIED TRANSPORTATION PLANNING
WORK PROGRAM AND BUDGET
September 2017



Duluth-Superior area communities cooperating in planning and development through a joint venture of the Arrowhead Regional Development Commission and the Northwest Regional Planning Commission

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TITLE VI COMPLIANCE

The Duluth-Superior Metropolitan Interstate Council (MIC) hereby gives public notice that it is the policy of the MPO to assure full compliance with Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI assures that no person shall, on the grounds of race, color and, national origin be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination under any program or activity for which the MIC receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice by the MIC has a right to file a formal complaint with the MIC, ARDC, Mn/DOT or US DOT. Any such complaint must be in writing and filed with MIC/ARDC's Title VI Compliance Manager within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please see our website at: www.dsmic.org/titlevi or you can view a copy at our offices at 221 W. 1st Street, Duluth, MN

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Duluth-Superior Metropolitan Interstate Council
2018 - 2019 UNIFIED TRANSPORTATION PLANNING WORK PROGRAM

Table of Contents

MIC Mission, Purpose and Objectives	iv
Summary of 2016 Key Accomplishments	v
MIC Planning Area Map	vii
2010 Census Information.....	viii
2018 - 2019	
Short Range Planning Projects	
Duluth-Superior Safe Routes to School.....	2
MIC Area-wide Truck Route Study.....	3
Grand Lake Township Trails Plan.....	4
Rice's Point Freight Model	5
Duluth-Superior Metropolitan Pedestrian Plan	6
Campus Connector Trail Plan	7
Ongoing Initiatives	
Bicycle/Pedestrian Planning, Coordination & Implementation.....	10
Harbor Planning, Coordination & Implementation.....	12
Freight Planning, Coordination & Implementation.....	13
Transit Program Administration, Coordination and Monitoring.....	14
Roadway Planning, Coordination & Implementation.....	15
Long Range Planning and Coordination	18
LRTP Strategic Plan Summary.....	20
Transportation Improvement Program	22
2017 - 2020 Transportation Improvement Program	
2018 – 2021 Transportation Improvement Program	
MIC Administration	
Program Administration, Coordination and Monitoring.....	24
Budget Note	26

Table of Contents (continued)

Budget for 2017-Work Program

2017 Funding Sources28
2017 Transportation Planning Program Elements.....29
2017 Cost Share Allocation Percentages - Combined MN & WI.....30
2017 Cost Share Allocation - MN.....31
2017 Cost Share Allocation - WI32

Budget for 2018-Work Program

2018 Funding Sources34
2018 Transportation Planning Program Elements.....35
2018 Cost Share Allocation Percentages - Combined MN & WI.....36
2018 Cost Share Allocation - MN.....37
2018 Cost Share Allocation - WI38

Appendix.....39

Metropolitan Planning Factors Matrix40
2017 MN UPWP Budget.....41
2018 MN UPWP Budget.....42
MPO - UPWP Checklist.....43
MIC Board Resolution Adopting the 2017 - 2018 Work Program & Budget.....45
ARDC Board Resolution to Enter into Contracts with Mn/DOT and
NWRPC in Support of MIC Planning Activities for 201747
2017 Calendar for MIC and TAC Meetings49

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Duluth-Superior Metropolitan Interstate Council

MISSION: *Guiding the future of transportation for the Twin Ports area.*

PURPOSE & OBJECTIVES:

Our region's mobility, quality of life, economic growth and competitiveness is based on our multi-modal transportation network. Every household and business depends on transportation for movement of people and goods. A transportation system is the urban framework upon which a city or metropolitan area develops.

Transportation systems need to move commodities and people economically, safely and without restraint. They also need to accommodate all users, whether they travel by car and truck, rail, water, air, bike, transit or on foot. These objectives have many challenges, but must ultimately be met if we are going to achieve a higher quality of life for the people of our region.

Because many governmental units and agencies have spheres of responsibility that impact the metropolitan transportation system, it is necessary that they all cooperate in exploring the challenges and opportunities together. The best way to accomplish this objective is through a cooperative program that represents all the local units of government in a metropolitan area. The Duluth-Superior Metropolitan Interstate Council (MIC) provides the leadership forum for this important activity to occur.

The objectives of the MIC include:

- ◆ **To solve** major transportation issues and/or problems that affect multiple jurisdictions or agencies within the Duluth-Superior metropolitan area.
- ◆ **To develop** detailed transportation information to encourage decisions that both enhances livability and optimizes the movement of people and goods throughout the metropolitan area.
- ◆ **To make** the transportation network comprehensive, safe and fully integrated.
- ◆ **To gain** the maximum benefit from each public transportation investment.
- ◆ **To respond** to the social, economic and environmental interests of the region by conducting an area-wide transportation planning process that seeks out and incorporates the expressed needs and concerns of the area's residents, groups, units of government and affected agencies.

Summary of 2017 Key Accomplishments

Short Range

- Duluth –completion of the Lincoln Park Multimodal Transportation Study. MIC staff has presented its recommendations to both the City of Duluth’s Planning Commission and the MIC Policy Board.
- Duluth – The MIC working in partnership with Regional Planning staff developed Safe Routes to Schools plan to six schools – implementation stages from prior MIC plans.
- MIC staff along with Canosia Township board members and residents completed a Canosia Township Trails Plan.
- The MIC, in partnership with the City of Duluth, financial support received from the Center for Prevention at Blue Cross Blue Shield of Minnesota to implement an “Active Places” demonstration project. The resulting Michigan Street Protected Bike Lane Demonstration Project was temporarily installed, promoted and assessed the protected bike lane in Duluth’s central business district for a period from June ?? through August 4th, 2017.
- Rice’s Point Transportation Needs (Scoping) Study – An invite has sent out to local units of government on the Minnesota side plus the Port Authority for the MIC to lead an initial discussion concerning freight and possibly multimodal needs in relation to the intermodal site under development by the Seaway Authority to determine roadway impacts to I-35, Garfield and Railroad Streets. This may be a large-scale effort that would point out inefficiencies in the network needed to accommodate the longer-term requirements of the intermodal facility as freight volumes are certainly expected to grow upon project completion.
- Duluth – The MIC and Healthy Duluth Area Coalition collaborated on conducting the annual Bike & Pedestrian counts. This sixth year of counts (September 2017) will give continued data on which to base/forecast what the needs might be in the future for Duluth and Superior.
- Harbor –MIC staff and HTAC members and stakeholders continue working together to reach equitable solutions to issues that arise in the Duluth-Superior Harbor. The Port Land Use Plan Update was completed and approved in December 2016. During 2017, the Port Land Use Plan study committee tackled the 26 recommendations in Chapter 19 and came up with a plan to implement them.
- The MIC Director continued his efforts along with the WisDOT and MnDOT staff members working towards the completion of Freight Plans for the respective states. This includes the need to direct dollars to the non-state roadway system that often bears an undue amount of wear and tear as freight moves in or out of an urban area.
- The MIC and DTA staff worked to complete the Duluth Transit Authority’s Transit Development Plan (TDP). Plan began in 2016 with anticipated completion by the summer of 2017.
- While working out some of the small details, a full overhaul of the MICs website, dsmic.org was successfully launched in 2017.

Long Range

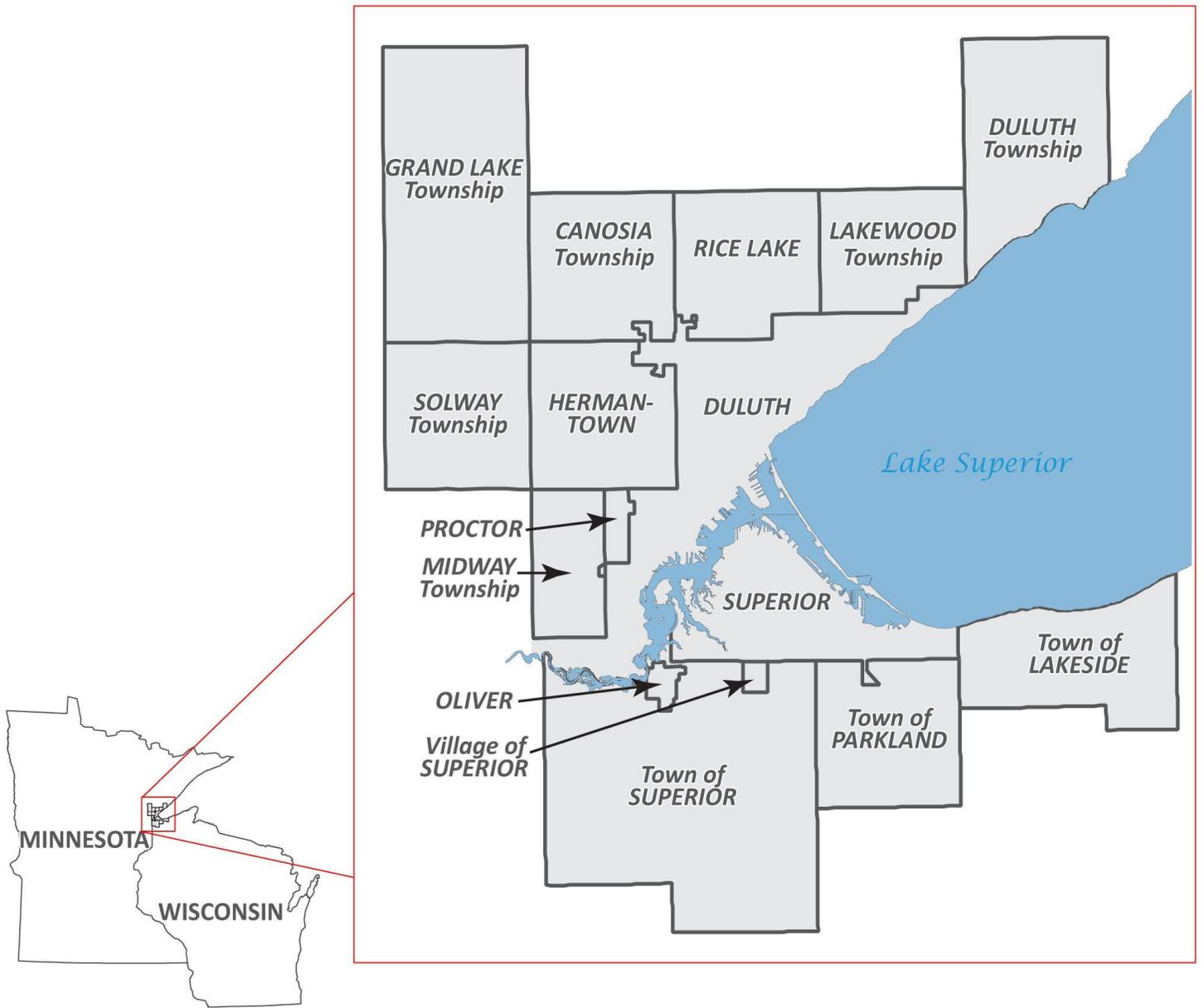
- Work has begun on the update of our LRTP which is due to be completed in 2019. This also includes an update to our Public Involvement Plan.

TIP

- Preparation of the Minnesota and Wisconsin 4-year TIP covering all federal aid highway/transit expenditures.

Administration/Program Coordination

- Participation on numerous statewide planning efforts via attendance and/or as an active steering committee member; MN Statewide Multimodal Plan and State Highway Investment Plan, Minnesota Intercity Rail Forum, Wisconsin and Minnesota's Statewide Freight Plans and Multimodal plans.
- UPWP – Budget development and approval.
- Conducted all technical/policy board meetings, and public input sessions for stand-alone plans at locations accessible via public transportation and ADA compliant.
- Completion of the new format/look to the MIC's website (www.dsmic.org) making it more visual and user-friendly.



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2010 CENSUS INFORMATION

2010 Wisconsin Census Comparison				
	2010 Population	2008 Population*	2000 Population	Percent Change (2000-2010)
Superior	27,244	26,223	27,368	-0.45%
Oliver	399	394	358	11.45%
Village of Superior	664	565	500	32.80%
Parkland Township	1,220	1,330	1,240	-1.61%
Lakeside Township	693	667	609	13.79%
Superior Township	2,166	2,248	2,058	5.25%
Wisconsin Totals:	32,386	31,427	32,133	0.79%
*Denotes Estimated Population Numbers				
2010 Minnesota Census Comparison				
	2010 Population	2008 Population*	2000 Population	Percent Change (2000-2010)
Duluth	86,265	84,284	86,918	-0.75%
Hermantown	9,414	9,361	7,448	26.40%
Proctor	3,057	2,839	2,852	7.19%
Midway Township	1,399	1,512	1,479	-5.41%
Solway Township	1,944	1,755	1,842	5.54%
Grand Lake Township	2,779	2,499	2,621	6.03%
Canosia Township	2,158	2,213	1,998	8.01%
Rice Lake Township	4,095	4,393	4,139	-1.06%
Lakewood Township	2,190	2,103	2,013	8.79%
Duluth Township	1,941	1,868	1,723	12.65%
Minnesota Totals:	115,242	112,827	113,033	1.95%
*Denotes Estimated Population Numbers				
	2010 Population	2008 Population*	2000 Population	Percent Change (2000-2010)
MIC Totals:	147,628	144,254	145,166	1.70%

SHORT RANGE PLANNING PROJECTS

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SHORT RANGE PLANNING PROJECTS

2018 – 2019

MIC AREA - WIDE SAFE ROUTES TO SCHOOL

Objective: *To evaluate the SRTS plans across the entire MIC urbanized area, in addition to assessing each of the new and reconstructed Duluth schools to ensure each site adequately provides for safe passage to school for students, teachers, parents, staff, visitors and the surrounding community.*

Background

Beginning in 2004, the MIC collaborated with a diverse group of stakeholders to identify obstacles along primary routes to school and to propose recommendations to improve safety for the walkable elementary schools in Duluth and Superior. Since the time of that study, the MIC has continued to bring together stakeholders to implement the recommendations in the plans, evaluate results, update the plans for each school site, and create new plans for schools that were not including in the original plan. The MIC will continue working with schools and communities across the Twin Ports in order to provide opportunities for students to safely walk and bicycle to school.

Major Work Activities

- Collaborate with community Safe Routes to School stakeholders, including St. Louis County Public Health, ARDC Regional Planning, and Healthy Duluth Area Coalition, and local jurisdictions and interested citizens (parents, PTA's, students).
- Create a multi-year priority listing of schools in the Twin Ports, based on which schools have made requests for Safe Routes to Schools, have obtained planning funding and schools identified with highest health disparities.
- To revise and collect pertinent background information including to: sidewalks (condition, continuity and obstacles), bicycle routes and street network conditions surrounding schools.
- Identify safety issues around schools through field observations.
- Devise recommendations and strategies which will improve pedestrian and bicycle safety access to local elementary, middle and high schools.
- Identify costs and potential funding sources.
- Assist local jurisdictions with implementation of plan recommendations as roadway projects are planned and programmed.
- Evaluate schools with existing plans to measure progress and make recommendations.

Final Product

Final product will establish non-infrastructure strategies as well as a series of school site assessment reports that will describe the existing and potential issues as well as a prioritized list of recommended improvements for the surrounding built environment.

Budget

\$ 32,600 CY 2018
\$ 33,000 CY 2019

SHORT RANGE PLANNING PROJECTS

2018

MIC AREA - WIDE TRUCK ROUTE STUDY

Objective: *To provide the most efficient, safest, least disruptive truck routes through the metropolitan area for freight moved by trucks.*

Background

The MIC has completed truck route studies in 1990 and 2001. These documents provide a good history and starting point for examining truck routes in the MIC area. Changes in the area roadway network and traffic patterns as well as locations of freight generating companies have influenced truck movements. Federal and state laws and rules regarding truck routing have also influenced truck movements. This study proposes to engage the trucking industry and re-examine truck routes and related issues in the Duluth-Superior area.

Major Work Activities

- Identify and locate freight generators that utilize trucks to move their products and provide their inputs.
- Examine current truck routes.
- Conduct literature review of freight related plans and studies.
- Examine truck route policies and ordinances from all MIC area jurisdictions.
- Examine state and federal laws that impact routing of trucks.
- Analyze truck route signage and its effectiveness in the metropolitan area.
- Consider oversize & overweight truck routing.
- Survey trucking firms and companies to determine their truck routing needs.
- Gather existing and historic truck count information.
- Gather truck crash location and frequency information.
- Examine the amount of hazardous cargo moving by truck through the area.
- Identify truck terminal and scale locations.
- Identify changes to the roadway system since the last truck route study that may have an effect on truck movements.
- Conduct public input techniques from MIC Public Involvement Plan.
- Analyze impacts of truck routes on minority and low income populations.
- Identify a truck routing network and produce a truck route map for the MIC area.

Final Product

Create a final document describing the planning process along with recommendations and a truck route map.

Budget

\$33,900 CY 2018

SHORT RANGE PLANNING PROJECTS

2018

GRAND LAKE TOWNSHIP TRAILS PLAN - MAYBE

Objective: *To develop a trails plan for Grand Lake Township that will guide trail efforts in the next 10-20 years. Provide coordination and technical assistance in developing a trails plan for the township. Propose future trail improvements and potential alignments for a trails system that connects people to destinations.*

Background

In early 2016 the MIC was approached by Canosia Township officials who were interested in trail planning and had heard of the MIC's previous work with trail planning efforts. Canosia Township received feedback from its 2014 comprehensive plan survey that the community had a desire for more trails. The township has a few trails currently that aren't well known and have a lack of way-finding; something else they would like to work on. The planning effort would consult community members on their preferences on a trails network and improvements on current trails. The plan will provide details into trail connections, destinations, amenities, allowed modes, type of surface desired, and other trail related business.

Major Work Activities

- Form a steering committee made of interested community members and leaders.
- Create a list of stakeholders who should be notified of planning efforts.
- Work with trails steering committee to develop a planning process.
- Assist in creating a vision statement and a list of goals and landmarks/destinations.
- Attend trail steering committee meetings and public meetings.
- Provide technical support to the steering committee.
- Conduct field observations by exploring areas of potential trails and assess current trails.
- Engage community members in the planning process.
- Create a survey to get community feedback on their preferences for trails in the township and their connections.
- Help define trail corridors and trail types.
- Summarize current trail system and recommend improvement.
- Create maps to illustrate current and future trails.
- Provide a list of potential trail funding sources.
- Provide examples or cost estimates of what the potential costs may be for Canosia Township trails.
- Create a priorities list to help guide implementation.
- Develop a trails plan for Canosia Township that will guide trail planning efforts for the next 10+ years.

Final Product

A planning document that will contain: background information, a summary of current trails, recommended trail networks, and priorities for trails in Grand Lake Township.

\$24,700

CY 2018

SHORT RANGE PLANNING PROJECTS

2018

RICE'S POINT FREIGHT MODEL

Objective: *Identify and develop truck route corridor(s) that provide a more direct link between the Garfield Intermodal facility and I-35 to decrease the impact on the local road system.*

Background

The Rice's Point area of the Port of Duluth has seen and will see changes to its transportation pattern with the completion of the Garfield C&D Intermodal Facility to be completed and running within the next year or two. This site (dock) along Garfield Avenue now has adequate access by both road and rail and is set to handle some level of container traffic in the future as well. When this facility is fully operational, truck movements to and from the site will be greatly increased putting an increased burden on some nearby local roads as these loads gain access to either I-35 or I-535. The arterials in the proximity of Rice's Point do not have direct access to I-35 for loads moving either north or south. Trucks are forced (and will be forced) to utilize a series of local roads to access Interstate 35 usually mixing with neighborhood, commuter and recreational movements. With the Intermodal increase in freight, time/money lost in congestion along with safety for all drivers (truck and general public) becomes a concern. This study will begin to set the course for corrective infrastructure actions to alleviate this problem. A freight model will be built with consultant assistance that will put forward roadway alternatives that would provide more direct access to I-35 than currently exists. A few corridors will be examined that might result in a more timely movement for freight and also a safer driving environment for all.

Major Work Activities

- Build Freight model for the area of Rice's Point and forecast future freight movements in this area of the port.
- Develop a technical steering team to include Port Authority, State and local units of government to guide the work.
- Consider multiple new right of way alignments to improve the connection from the intermodal site and the Interstate.
- Examine the potential for oversize/overweight loads into and out of the port.
- Attribute costs and a timeline to potential projects.
- Develop an action plan that will lead to next steps or funding opportunities.

Final Product

The development of truck route alignments to create a more direct connection between the Garfield Intermodal facility and Interstate 35.

\$16,100 CY 2018

**** NOTE:** There will be an added amount (to be determined) for consultant assistance. UPWP amended at that time in 2017.

SHORT RANGE PLANNING PROJECTS

2018 – 2019

DULUTH-SUPERIOR METROPOLITAN PEDESTRIAN PLAN

Objective: *To improve the pedestrian environment by implementing policies, programs, and projects which creates a safe, convenient and comfortable space for people to walk as a viable and essential mode of transportation, accessible to all persons.*

Background

The ISTEA federal legislation passed in 1991, called for metropolitan planning organizations (MPOs) to include bicyclists and pedestrians within transportation planning process. Therefore, the MIC undertook and approved a Metropolitan Pedestrian Plan in 1999. This plan outlined various policies, programs and projects that would improve the pedestrian environment in the Duluth-Superior area. Since that time the MIC has worked to implement the plan, including creating a complete inventory of the area's sidewalks. However, with this Pedestrian Plan nearly 20 years old, the MIC is undertaking a process to evaluate and update the plan.

Major Work Activities

- Facilitate a steering committee of citizens and representatives from local and state jurisdictions, organizations and agencies.
- Review state of Minnesota and Wisconsin pedestrian plans and local policies and programs.
- Provide a status report on the goals, objectives and recommendations from the 1999 MIC Area Pedestrian Plan.
- Research the latest best practices and guidelines for ensuring a year-round pedestrian friendly environment, including snow removal policies, land use regulations, sidewalk design criteria.
- Determine pedestrian issues, including areas with connectivity and/or safety problems.
- Recommend solutions, including identifying specific policies, programs and projects to address existing pedestrian issues.

Final Product:

A fully updated plan with recommendations for best practice guidelines and specific policies, programs and projects tailored to the Duluth-Superior area's unique characteristics.

\$25,100 CY 2018

\$34,100 CY 2019

SHORT RANGE PLANNING PROJECTS

2018

CAMPUS CONNECTOR TRAIL

Objective: *To develop a master trail plan for the Campus Connector Trail (formerly known as the Lowell to Lakewalk Trail) that will guide trail efforts in the next 10-20 years. Provide coordination and technical assistance in developing a trail plan. Propose future trail improvements and potential alignments for the trail which connects people to destinations.*

Background

In 2017 the MIC was approached by City of Duluth officials who were interested in expanding the MIC's involvement with the Campus Connector Trail, formerly known as the Lowell to Lakewalk Trail). The MIC has providing planning assistance, including attending and facilitating public and stakeholder outreach meetings. The idea of the Campus Connector Trail, originated in the 2006 as part of the MIC's Rice Lake Road Corridor Study, was identified as a need for a direct transportation connection between the planned college student housing (now built) along Rice Lake Road with the two college campus, CSS and UMD. Following the MIC's study, the City of Duluth developed the Higher Education Small Area Plan that further identified this trail connection. The idea of a trail from Rice Lake Road to the college campus expanded to being a broader links to K-12 schools, including Lowell Elementary and Congdon Park Elementary, as well as a connection to the Lakewalk. Over the years, the MIC has worked in development of this trail, including providing assistance and guidance on the construction of two segments of the trail. However, the larger vision and route alternative analysis has been missing. This plan will undertake these elements.

Major Work Activities

- Form a steering committee made of interested community members and leaders.
- Create a list of stakeholders who should be notified of planning efforts.
- Work with trails steering committee to develop a planning process.
- Assist in creating a vision statement and a list of goals and landmarks/destinations.
- Attend trail steering committee meetings and public meetings.
- Provide technical support to the steering committee.
- Conduct field observations by exploring areas of potential trails and assess current trails.
- Engage community members in the planning process.
- Create a survey to get community feedback on their preferences for the trail and their connections.
- Summarize current trail system and recommend improvement.
- Review alignment options and costs.
- Provide a list of potential trail funding sources.
- Provide examples or cost estimates of what the potential costs may be.
- Create a priorities list to help guide implementation.
- Develop a trails plan that will guide trail planning efforts for the next 10+ years.

Final Product:

A planning document that will contain: background information, a summary of current trails, recommended trail networks, and priorities for the Campus Connector Trail.

\$20,000

CY 2018

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ONGOING INITIATIVES

ONGOING INITIATIVES

BICYCLE / PEDESTRIAN PLANNING, COORDINATION & IMPLEMENTATION

Objective: *To implement various bicycle and pedestrian planning activities and tasks to improve the bicycle and pedestrian environment in the Duluth-Superior Metropolitan Area.*

Background

The ISTEA federal legislation passed in 1991, called for metropolitan planning organizations (MPOs) to include bicyclists and pedestrians within transportation planning process. Therefore, the MIC undertook and approved a Metropolitan Bikeways Plan in 1994 and Metropolitan Pedestrian Plan in 1999. Those plans outlined various policies, programs and projects that would improve the bicycle and pedestrian environment in the Duluth-Superior area. Since that time the MIC has worked to implement both plans. However, with both plan nearly 20 years old, the MIC is undertaking a process to evaluate and update both plans.

Ongoing Work Activities

- Facilitate the MIC's Bicycle/Pedestrian Advisory Committee (BPAC) consisting of representatives from local and state jurisdictions, organizations and agencies.
- Assist local jurisdictions in grant writing, coalition building and public participation to acquire creative funding for bicycle and pedestrian projects, including in participating in ad hoc committees as needed regarding bicycle and pedestrian planning and implementation projects as opportunities arise.
- Act as a bicycle and pedestrian liaison between the various municipalities, agencies and organizations.

Special Projects – Short Range

- **Duluth – Superior Metropolitan Bikeways Plan:** Provide coordination and technical assistance to implement and fund the updated Bikeways Plan.
- **Superior Active Transportation Plan:** Assist the City of Superior with the development of the Active Transportation Plan. This plan will take into account and pull together into one implementation document the MIC's previous bicycle and pedestrian planning work.
- **Cross City Trail:** Provide coordination and technical assistance to implement and fund the Lakewalk to Munger Trail missing connection.
- **Douglas County (WI) Bikeways Plan:** Review the entire county transportation system and develop a new bikeways plan focused on the areas outside the City of Superior.
- **Bicycle & Pedestrian Counting Program:** Continue to develop the Twin Ports bicycle and pedestrian count program. Evaluate the program, and to ensure long term sustainability,

ONGOING INITIATIVES

continue to build relationships with jurisdictions agencies and organizations, especially public works departments.

- **Duluth Superior Metropolitan Bike Map:** Develop and implement a hard copy on-street bikeways network map, as well as a web-based, interactive version of the Duluth Superior Metropolitan Bike Map and another product that is optimized for mobile devices.

Final Product

Products vary depending on the specific tasks within this element. Some tasks are purely administrative or coordination in nature. Projects ongoing through 2017 and 2018.

Budget

\$ 53,400	CY 2018
\$ 53,000	CY 2019

ONGOING INITIATIVES

HARBOR PLANNING, COORDINATION & IMPLEMENTATION

Objective: *To continue the MIC's transportation planning and technical assistance role by providing guidance and assistance with intermodal transportation issues within the harbor area of Duluth-Superior.*

Ongoing Work Activities

- Provide primary staff support for the MIC's Harbor Technical Advisory Committee (HTAC).
- Provide a forum for interagency discussion and cooperation on harbor business and environmental issues.
- Provide support and staff time toward the development of the Dredge Material Management Plan (DMMP) for the ports of Duluth and Superior.
- Work toward updating the Erie Pier Management Plan
- Assist City of Duluth in the Minnesota Slip Redevelopment Plan
- Assist the Duluth Seaway Port Authority as they redevelop Docks C & D
- Assist with implementation of the St Louis River Area of Concern Implementation Framework
- Advocate for port use and improvements.
- Seek additional funding sources to supplement work activities
- Staff HTAC subcommittees
 - Dredging
 - Open Water Mitigation
 - Navigation
- Report HTAC activities to the MIC Policy Board.
- Present the HTAC as a model for other ports and communities to replicate

Final Product

Provide staff support to the MIC Harbor Technical Advisory Committee and its subcommittees at meetings throughout the year. Staff also conducts research on specific harbor issues and/or interacts with consultants hired to undertake special studies.

Budget

\$ 36,400	CY 2018
\$ 40,800	CY 2019

ONGOING INITIATIVES

FREIGHT PLANNING, COORDINATION & IMPLEMENTATION

Objective: *To continue the MIC's transportation planning and technical assistance role regarding the issue of freight movement both landside and waterborne within the Duluth-Superior metropolitan area and the broader northeast Minnesota-northwest Wisconsin region.*

Ongoing Work Activities

- Continue consultation with WisDOT and City of Superior regarding long term planning options for US HWY 2/Winter St corridor and Belknap Street regarding freight movement.
- Work with all area agencies and jurisdictions toward implementing the recommendations and policies outlined in the Minnesota/Wisconsin Freight Plan.
- Work with MnDOT Office of Freight staff and WisDOT staff as we develop freight profiles (commodities moved, tonnage, flows, etc.) for the Northeast Area Transportation Partnership (NE ATP) and the 10-county northwest region of Wisconsin.
- Assist with the recent State of Wisconsin's Freight Reform Initiative.
- Continue to provide assistance in route identification and overcoming barriers to oversize load movements through the MIC area.
- Continue efforts to better integrate freight movement needs into mainstream transportation planning.
- Better integrate freight movement needs into the MIC's Long Range Transportation Plan.
- Work with Airport Authority staff on air freight issues.
- Continue with our work on the Superior/Douglas Co. County Road C Truck Route Study
- Continue investigation of roadway routes for forest product industry trucking through downtown Duluth; working to identify more appropriate route options.
- Rice's Point Freight Movement Study modeling to include Twin Ports interchange modeling (I35/I535/US Hwy 53) plus local roadway needs in the adjacent Lincoln Park neighborhood.

Final Product

MnDOT and WisDOT, together with the MIC, will oversee implementation activities connected with the Northern MN/Northwest WI Freight Plan.

Budget

\$ 32,000	CY 2018
\$ 36,200	CY 2019

ONGOING INITIATIVES

TRANSIT PROGRAM ADMINISTRATION, COORDINATION AND MONITORING

Objective: *To ensure a coordinated and effective transit planning process is carried out within the Duluth-Superior metropolitan area. MIC staff will maintain its technical assistance role by working cooperatively with the Duluth Transit Authority (DTA) on programs that affect and promote transit use.*

Ongoing Work Activities

- Prepare and attend regular meetings of the DTA Board of Directors and other ad hoc meetings with DTA staff.
- Provide regular progress reports on transit planning activities to ARDC, NWRPC and state and federal agencies.
- Complete quarterly invoices and progress reports for submittal to state and federal agencies.
- Attend regular meetings of the DTA STRIDE Advisory Committee (elderly and disabled service).
- Assist DTA with strategic planning initiatives.
- Assist DTA on development and implementation of marketing initiatives.
- Assist the DTA with ADA issues.
- Coordinate with Arrowhead Transit efforts as opportunities arise for this action.

Budget

\$ 43,500 CY 2018
\$ 43,800 CY 2019

ROADWAY PLANNING, COORDINATION & IMPLEMENTATION

Objective: *To continue the MIC's transportation planning and technical assistance role regarding the issue of roadway planning within the Duluth-Superior metropolitan area; implementation follow-up meetings and/or analysis of previously conducted planning efforts.*

Special Projects – Short Range

- **Superior – South Tower Avenue (STH 35) Study:** MIC staff will provide monitoring functions associated with the redesign that has taken a first step along this corridor from a four-lane roadway to a two-way configuration with a center-lane dual turn lane. Further measures are to be built over 2017 and 2018 to aid pedestrian flows and safety measures for vehicular traffic.
- **Superior - Belknap Street (USH 2) Reconstruction:** As the DOTs plan for this area is finalized; the MIC will assist in terms of multimodal needs for the corridor at select intersections that correlate to our plans. Data collection will be a component of our work as we begin to document freight movements along this road. Prior MIC plans for the corridor will be referenced.
- **Superior E. 2nd Street/Hwy 2/53 – 18th Avenue to 23rd Avenue:** Following on the completion of the MIC's study for this corridor in Superior, staff will monitor plan recommendations and participate in near-term implementation activities as the city/state deems necessary.
- **Duluth – Superior St Reconstruction:** MIC staff will continue to provide assistance in terms of multimodal needs to the City of Duluth as they continue the development of the plans for the reconstruction of Superior St from 6th Ave W to 4th Ave E. Construction scheduled to begin 2017 or 2018. (Since the bonding bill was not passed in 2016, these dates may also change.)
- **Downtown Duluth Modal Connections:** Reexamine modal recommendations for the 5th Avenue W corridor linking downtown Duluth with the Bayfront area.

Budget

\$ 34,900 CY 2018
\$ 38,200 CY 2019

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LONG RANGE PLANNING & COORDINATION

Long Range Planning and Coordination

Objective: *In 2014, the MIC completed the current Long Range Plan for the area – “Connections 2040”. Staff will continue to add to the LRTP with components stemming from transportation legislation that will include refining performance measures and other elements to reflect directives of the bill. The MIC will continue to build upon a number of background or research efforts within this element that are integral to the implementation of the MIC’s LRTP.*

LRTP “Connections 2040” – Update Activities

- This will involve responding to current developments that come out of state/federal transportation. We will continue to enhance our travel demand model as data becomes available. We will continue to look to each State’s plans for guidance in LRTP components.

Special Projects – Short Range

- **Transportation System Management (TSM) Report/St Louis Co Safety Plan:** Work with the county in refining a ‘Safety Plan’ for classified roads in the metro area that could aid in funding availability from the State’s Highway Safety Improvement Program (HSIP) Update data and monitor efforts for both recently completed plans of the MICs Planning Area.
- **Area Asset Management Measures:** The MIC will continue to monitor development of this issue with our Transportation Advisory Committee (TAC) and Policy Board (MIC) aimed at performance measures and target measures that reflect Federal and State directives and guidelines, as well as regional objectives and priorities. In support of these efforts, the MIC may be developing tools and procedures for the collection and archiving of various performance-related data, such as pavement quality data and crash data.
- **Traffic Model Update:** Staff will update socioeconomic data that is at the foundation of the Duluth-Superior travel demand model. The MIC will also continue to explore options for improving the process, structure, and/or inputs associated with the model.

Throughout 2017-2018, a consultant will assist MIC staff on an as-needed, on-call basis to complete various traffic modeling and transportation engineering activities. General tasks could include:

- Providing continuing model development support as needed;
 - Providing training to MIC staff on the model and forecasting practices;
 - Providing assistance and guidance with socioeconomic forecasting in advance of the LRTP update in 2018-2019;
 - Completing model runs for individual projects
- **Long Range Projects Map - Interactive Mapping Application:** The MIC will continue to refine and add to making the projects within the LRTP more user-friendly via graphics and other visual enhancements, as well as the potential for converting the map into an interactive, web-based tool.

Long Range Planning and Coordination

- **MIC Area Demographics Report:** MIC staff will compile numerous datasets from the U.S. Census Bureau and other state sources toward development of an area wide demographics report. Per FHWA planning emphasis areas, an environmental justice (EJ) analysis will be examined that documents travel time (to work/other trips/essential services) for neighborhoods designated as EJ within our urban area.
- **Comprehensive Plan – Land Use Plan Assistance:** MIC staff will provide assistance to St Louis County in updating their comprehensive plan looking to assure a coordinated effort with the MICs LRTP.
- **Minnesota and Wisconsin Statewide Initiatives:** Continue work with WisDOT and MnDOT toward implementation measures related to the state’s long range multi-modal plans such as Wisconsin Connections 2030, Minnesota Statewide Multimodal Transportation Plan, Minnesota State Highway Investment Plan and continuing (both MN and WI) statewide freight planning initiatives.
- **NHS – Intermodal Connectors:** The National Highway System (NHS) consists of roadways important to the nation's economy, defense, and mobility, and was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs).

Final Product

Studies/sub-components will be conducted throughout 2017 and 2018 and either incorporated into the LRTP or conducted as “stand-alone” projects.

Budget

\$ 120,600	CY 2018 (\$25,000 Model Component; consultant placeholder)
\$ 153,100	CY 2019 (\$10,000 Model Component; consultant placeholder)

Long Range Planning and Coordination

LRTP STRATEGIC PLAN

What follows is a summary of the Duluth-Superior Metropolitan Council's upcoming activities as they relate to maintenance of the Long Range Transportation Plan (LRTP) for the years 2018 – 2021. The current LRTP, Connections 2040 was approved in 2014. Over the 2018 – 2019 UPWP, the following components for the update of the LRTP will initiate. The next LRTP update itself will initiate in 2018.

Major Program Activity	2018	2019	2020	2021
Long Range Transportation Plan (LRTP)	2045 Update (approval 4th Qtr 2019)			
MIC Area Performance Measures	*			
Interactive Mapping Application	*			
Demographics (Year 2045)	*			
Travel Demand Model Update		*		
Website Update	*			
Public Involvement Plan Review/Update		*		
Modal Components*	*			

*Bike/Ped, Harbor/Port, Transit Vision

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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TRANSPORTATION IMPROVEMENT PROGRAM

2019 – 2022 TRANSPORTATION IMPROVEMENT PROGRAM (CY 2018)

2020 – 2023 TRANSPORTATION IMPROVEMENT PROGRAM (CY 2019)

Objective: *To develop the Minnesota and Wisconsin components of the MIC area’s Transportation Improvement Program (TIP) for submission to federal and state sources. The MPO is charged with developing and promoting programs and projects that best meet the needs of the regional transportation network.*

Ongoing Work Activities

- Ensure that federal investments are tied to planning, priorities and policies as defined in the MIC’s current Long Range Transportation Plan.
- Solicit and prioritize candidate projects and assist MnDOT with Area Transportation Partnership (ATP) as member of steering committee and work group.
- Conduct consultation with the Duluth Transit Authority.
- Provide public input opportunity.
- Prepare a fiscally constrained document.
- Meet with member jurisdictions to discuss possible project submittals.
- Complete all federal requirements pertaining to TIP development, including relating TIP projects to the federal planning factors.
- Transmit approved TIP to federal and state agencies.
- Amend TIP as necessary in response to changes in project schedules and/or scopes.
- Interactive mapping.
- Project lists discussion.

Special Projects – Short Range

- **Project Selection Criteria Update:** This task will remain “on hold” as we wait for a federal transportation bill to be passed and as we work with each state to correlate state goals with the MIC’s current Long Range Transportation Plan.

Final Product

Each state’s TIP will follow a schedule as determined by MnDOT and WisDOT together with MIC and NWRPC staff.

Budget

\$ 50,600 CY 2018
\$ 52,500 CY 2019

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MIC ADMINISTRATION

MIC ADMINISTRATION

Program Administration, Coordination and Monitoring

Objective: *To ensure a coordinated and effective transportation planning process is carried out within the Duluth-Superior metropolitan area.*

Major Work Activities

Program Administration

- Project task administration and communication between the MIC and its advisory committees.
- Prepare budgets and quarterly progress reports.
- Administer strategic planning for the MPO staff and advisory committees.
- Provide the MPO Policy Board, ARDC Board, Northwest RPC Board and other relevant agencies and/or public leaders with information on the MPO's planning functions.
- Monitor Title VI Plan compliance; maintain relevant updates on our website.

Program Coordination

- Consult with all MIC-area levels of government.
- Conduct mid-year review meeting with state and federal agencies (tentative date for 2018 – July 11).
- Track and/or respond to federal and state transportation issues.
- Cooperate with ARDC staff and all MPO jurisdictions with regard to GIS activities.
- Produce transportation project news releases and maintain social media contacts on an ongoing basis.
- Prepare and conduct ad hoc meetings to promote transportation initiatives.

Work Program Development & Monitoring

- Prepare a comprehensive two-year Work Program (including amendments).
- Prepare and monitor invoices, quarterly reports and other administrative functions.
- Monitor status of the Consolidated Planning Grant as it relates to Work Program development.

Statewide and District Planning

- Attend ad hoc transportation and transit meetings (statewide and local).
- Assist Departments of Transportation in statewide planning efforts. For the Minnesota DOT, this includes assisting with implementation and participating in the development of the Statewide Multimodal Plans and other studies as appropriate. For the Wisconsin DOT, this work may include participation in WisDOT's Freight advisory committee. Also, the MIC will assist the Wisconsin DOT with implementation efforts of *Connections 2030*, the state's comprehensive long range multimodal transportation plan.

MIC ADMINISTRATION

Public Involvement Plan (PIP) Update:

In 2018, with the passage of new planning rules in the federal FAST Act, the MIC will review and update all citations in its 2013 Public Involvement Plan to ensure it is addressing all parties identified 23 CFR 450.316. The current PIP will be amended as needed, in accordance with the mandatory public involvement processes, for use in the development of the 2018-2021 Duluth and Superior area TIPs as well as the 2045 update of the MIC's LRTP.

[Public Involvement Plan](#)

Training, Workshops and Conferences

- Attend WISDOT and MNDOT statewide MPO directors' meetings as scheduled. For Wisconsin DOT these dates in 2018 are: **January 30, April 24, July 31 and October 30.**
- Attend various statewide functions or workshops relevant to the MIC.
- Attend the 2018 TRB-Small and Medium-Sized Communities Conference, meetings of the TRB ADA30 (Small and Medium MPOs) as a committee member and the annual TRB Conference in Washington, DC.
- Attend workshops that promote staff development. These will take the form of computer software training, personal writing, and speaking courses or similar presentation skills training.
- Participate on Association of Metropolitan Planning Organization (AMPO)'s Board of Directors.
- Attend select National Association of Development Organizations (NADO) and American Planning Association (APA) workshops and conferences.

Communication Initiatives

As the MPO for the Duluth-Superior area, we are charged with effectively communicating with project stakeholders and the public about our transportation planning activities. We will continue to implement recommendations from our Strategic Communications Plan, including a range of traditional media outlets, as well as online interactive social media tools (Facebook and Blog site).

Final Product

Final products take the form of working papers, group facilitation, meeting attendance, training sessions, report writing, staff oversight, etc. All are ongoing tasks carried out throughout the course of the year.

Budget

\$ 312,000 CY 2018
\$ 322,200 CY 2019

MIC Administrative Cost Allocation

NOTE:

Beginning with the 2015 CY Budget, the MIC now accounts for financial staff time from our host agency (ARDC) in a changed manner from prior years. ARDC administrative staff time is now incorporated into our budget in the same manner as any other staff person of the MIC. *Hour estimates for ARDC staff are noted on page iii.* Previously, the ARDC administrative staff time was accounted for in the indirect component of the budget. That has changed. **A copy of the ARDC Cost Allocation Plan can be accessed here:**

[ARDC Cost Allocation Plan](#)

Additionally, billable items such as building use space, utilities and other items previously within the indirect component of the budget are, likewise, now accounted for within the direct expenditure component (Program Administration – this element) of the budget.

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2018 WORK PROGRAM BUDGET

MIC Unified Transportation Planning Work Program
2018 FUNDING SOURCES

MINNESOTA	
Consolidated Planning Grant (CPG - Minnesota)	\$ 588,695
Minnesota State Funds (MnDOT)	\$ 60,524
Arrowhead Regional Development Commission (ARDC) - Match	\$ 101,781
MINNESOTA TOTAL	<u>\$ 751,000</u>
WISCONSIN	
Federal Highway Administration (CPG - Wisconsin)	\$ 68,000
Wisconsin State Funds (CPG Match-WisDOT)	\$ 3,166
Northwest Regional Planning Commission (Local Match-NWRPC)	\$ 13,834
WISCONSIN TOTAL	<u>\$ 85,000</u>
WISCONSIN + MINNESOTA FUNDING TOTALS	<u>\$ 836,000</u>

**Anticipated funding levels – subject to change upon further review from all sources.*

Duluth – Superior Metropolitan Interstate Council
2018 MIC TRANSPORTATION PLANNING PROGRAM ELEMENTS

Project Type	Project Name	Hours	Salaries	Fringe	Indirect	Direct	Totals*
Short Range							
Duluth	Rice's Point Freight Model	475	\$18,999	\$6,398	\$2,540	\$1,164	\$29,100
MIC Area-wide	Safe Routes to School	750	\$21,830	\$7,237	\$2,907	\$1,027	\$33,000
MIC Area-wide	Duluth-Superior Pedestrian Plan	675	\$22,224	\$7,371	\$2,959	\$1,546	\$34,100
MIC Area-wide	Metropolitan Bike/Ped Planning	1,075	\$32,519	\$10,686	\$4,320	\$5,475	\$53,000
MIC Area-wide	Harbor Planning	725	\$25,774	\$8,639	\$3,441	\$2,946	\$40,800
MIC Area-wide	Freight Planning and Coordination	500	\$15,055	\$5,057	\$2,011	\$14,077	\$36,200
MIC Area-wide	Transit Planning	950	\$28,925	\$9,711	\$3,864	\$1,301	\$43,800
MIC Area-wide	Roadway Planning and Coordination	650	\$18,888	\$6,175	\$2,506	\$10,631	\$38,200
	SUB TOTAL	5,800	\$184,213	\$61,274	\$24,548	\$38,167	\$308,200
Long Range							
MIC Area-wide	Long Range Planning/Coordination	2,750	\$84,511	\$28,115	\$11,263	\$29,212	\$153,100
TIP							
MN and WI	Transportation Improvement Program	900	\$25,588	\$8,576	\$3,416	\$14,919	\$52,500
Administration							
MIC Area-wide	MIC Administration / Coordination	4,550	\$163,577	\$55,369	\$21,895	\$81,359	\$322,200
	GRAND TOTAL*	14,000	\$457,889	\$153,334	\$61,122	\$163,657	\$836,000

*Rounding results in some totals off by \$ 1.

Duluth-Superior Interstate Council
2018 Combined MN/WI Cost Share Allocation Percentage

Program Element	Total (MN/WI)	MN CPG* Federal	MN State Match	MN Local Match	WI CPG* Federal	WI State Match	WI Local Match
Short Range Planning	\$ 308,200	\$ 217,028	\$ 22,313	\$ 37,523	\$ 25,069	\$ 1,167	\$ 5,100
	100.00%	70.42%	7.24%	12.17%	8.13%	0.38%	1.65%
Long Range Planning	\$ 153,100	\$ 107,810	\$ 11,084	\$ 18,639	\$ 12,453	\$ 580	\$ 2,533
	100.00%	70.42%	7.24%	12.17%	8.13%	0.38%	1.65%
TIP	\$ 52,500	\$ 36,970	\$ 3,801	\$ 6,392	\$ 4,270	\$ 199	\$ 869
	100.00%	70.42%	7.24%	12.18%	8.13%	0.38%	1.66%
Administration	\$ 322,200	\$ 226,887	\$ 23,326	\$ 39,227	\$ 26,208	\$ 1,220	\$ 5,332
	100.00%	70.42%	7.24%	12.17%	8.13%	0.38%	1.65%
TOTALS	\$ 836,000	\$ 588,695	\$ 60,524	\$ 101,781	\$ 68,000	\$ 3,166	\$ 13,834
	100.00%	70.42%	7.24%	12.17%	8.13%	0.38%	1.65%

Rounding results in some totals off by \$1.

*Consolidated Planning Grant

**Duluth – Superior Metropolitan Interstate Council
2018 COST SHARE ALLOCATION**

-- Minnesota Portion --

MIC Element / Project	Total Costs	MN - Federal CPG* Funds	MN - State DOT Match	MN - Local Match
Short Range Planning	\$276,864	\$217,028	\$22,313	\$37,523
	100.00%	78.39%	8.06%	13.55%
Duluth – Rice’s Point Freight Model Area wide - Safe Routes to School Duluth-Superior Pedestrian Plan Metropolitan Bicycle / Ped Planning Harbor Planning and Coordination Freight Planning and Coordination Transit Planning Roadway Planning and Coordination				
Long Range Planning	\$137,533	\$107,810	\$11,084	\$18,639
	100.00%	78.39%	8.06%	13.55%
Transportation Improvement Program (TIP)	\$47,163	\$36,970	\$3,801	\$6,392
	100.00%	78.39%	8.06%	13.55%
Administration	\$289,440	\$226,887	\$23,326	\$39,227
	100.00%	78.39%	8.06%	13.55%
GRAND TOTALS**	\$751,000	\$588,695	\$60,524	\$101,781
	100.00%	78.39%	8.06%	13.55%

* Consolidated Planning Grant ** Rounding results in some totals off by \$ 1.

**Duluth – Superior Metropolitan Interstate Council
2018 COST SHARE ALLOCATION**

-- Wisconsin Portion --

MIC Element / Project	Total Costs	WI - Federal CPG* Funds	WI - State DOT Match	WI - Local Match
Short Range Planning	\$31,336	\$25,069	\$1,167	\$5,100
	100.00%	80.00%	3.72%	16.28%
Duluth – Rice’s Point Freight Model				
Area wide - Safe Routes to School				
Duluth-Superior Pedestrian Plan				
Metropolitan Bicycle / Ped Planning				
Harbor Planning and Coordination				
Freight Planning and Coordination				
Transit Planning				
Roadway Planning and Coordination				
Long Range Planning	\$15,566	\$12,453	\$580	\$2,533
	100.00%	80.00%	3.73%	16.27%
Transportation Improvement Program (TIP)	\$5,338	\$4,270	\$199	\$869
	100.00%	79.99%	3.73%	16.28%
MIC Administration	\$32,760	\$26,208	\$1,220	\$5,332
	100.00%	80.00%	3.72%	16.28%
GRAND TOTALS**	\$85,000	\$68,000	\$3,166	\$13,834
	100.00%	80.00%	3.72%	16.28%

* Consolidated Planning Grant

** Rounding results in s

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APPENDIX

APPENDIX I: METROPOLITAN PLANNING FACTORS

The federal FAST Act (Fixing America’s Surface Transportation) transportation bill created eleven planning factors that are to be considered by Metropolitan Planning Organizations when developing transportation plans and programs:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
2. Increase the safety of the transportation system for motorized and nonmotorized users.
3. Increase the security of the transportation system for motorized and nonmotorized users.
4. Increase the accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment.
6. Promote energy conservation.
7. Improve quality of life for the community.
8. Promote consistency between transportation improvements and planned State and local growth and economic development patterns.
9. Enhance the integration and connectivity of the transportation system for all modes.
10. Promote efficient system management and operations.
11. Emphasize the preservation of the existing transportation system.

This year’s UPWP has been developed with consideration of these FAST Act planning factors. The following matrix illustrates the 2017 MPO work elements and the metropolitan planning factors to be addressed in each project.

FAST Act Metropolitan Planning Factors in the MIC’s 2017 UPWP												
UPWP Category	UPWP Elements	Metropolitan Planning Factors										
		1	2	3	4	5	6	7	8	9	10	11
Short Range	Area-wide SRTS Site Assessment	X	X	X	X	X	X	X	X	X	X	X
	Duluth-Superior Truck Route Study	X	X	X	X	X	X	X	X	X	X	X
	Area-wide Duluth-Superior Ped Plan	X	X	X	X	X	X	X	X	X	X	X
	MN Township-Canosia Trails Plan	X	X	X	X	X	X	X	X	X	X	X
	Duluth-Rice’s Point Freight Model	X	X	X	X	X	X	X	X	X	X	X
	Metropolitan Bike/Ped Planning	X	X	X	X	X	X	X	X	X	X	X
	Harbor Planning	X	X	X	X	X	X	X	X	X	X	X
	Freight Planning and Coordination	X	X	X	X	X	X	X	X	X	X	X
	Transit Planning	X	X	X	X	X	X	X	X	X	X	X
	Roadway Planning and Coordination	X	X	X	X	X	X	X	X	X	X	X
Long Range	LRTP Update – Compliance	X	X	X	X	X	X	X	X	X	X	X
	– Operations & Maintenance (i.e. PQI)	X	X	X	X	X	X	X	X	X	X	X
	– Performance Measures	X	X	X	X	X	X	X	X	X	X	X
TIP	Transportation Improvement Program 2016-2019	X	X	X	X	X	X	X	X	X	X	X
Administration	Unified Planning Work Program	X	X	X	X	X	X	X	X	X	X	X
	Administration and Public Relations	X	X	X	X	X	X	X	X		X	X

2017 MN Unified Planning Work Program Budget

UPWP Category	Project Title	Federal Funding Amount	Local Funding Amount (a)	Total Funding Amount
Short Range				
	Area wide-Safe Routes To School	\$22,880	\$6,324	\$29,204
	Area wide-Duluth-Superior Truck Route	\$23,791	\$6,576	\$30,367
	Area Wide Duluth-Superior Ped Plan	\$17,615	\$4,869	\$22,485
	MN Township-Canosia Trails Plan	\$17,334	\$4,791	\$22,125
	Duluth-Rice's Pt Freight Model	\$11,299	\$3,123	\$14,422
	Bike and Pedestrian Planning	\$37,477	\$10,360	\$47,837
	Harbor Planning	\$25,546	\$7,063	\$32,608
	Freight Planning	\$22,458	\$6,209	\$28,667
	Transit Planning	\$30,528	\$8,440	\$38,968
	Roadway Planning	\$24,493	\$6,771	\$31,263
	Subtotal	\$233,421	\$64,525	\$297,946
Long Range	Long Range Plan Update	\$84,638	\$23,396	\$108,034
TIP	TIP	\$35,512	\$9,816	\$45,328
Administration	Administration and Coordination	\$218,964	\$60,528	\$279,492
	Funding Totals**	\$572,535	\$158,265	\$730,800
(a)Source of Local Funds:	Includes ARDC Local Match plus MNDOT State Funds. MNDOT State Planning Grant total of \$60,524 included in the total for local funding. **Rounding results in some totals off b \$1			

2018 MN Unified Planning Work Program Budget

UPWP Category	Project Title	Federal Funding Amount	Local Funding Amount (a)	Total Funding Amount
Short Range	Duluth – Rice’s Point Freight Model	\$20,492	\$5,648	\$26,141
	Area wide-Safe Routes To School	\$23,238	\$6,406	\$29,644
	Area wide – Duluth-Superior Ped Plan	\$24,012	\$6,620	\$30,632
	Bike and Pedestrian Planning	\$37,322	\$10,288	\$47,610
	Harbor Planning	\$28,731	\$7,921	\$36,653
	Freight Planning	\$25,491	\$7,028	\$32,519
	Transit Planning	\$30,844	\$8,504	\$39,348
	Roadway Planning	\$26,900	\$7,418	\$34,318
	Subtotal	\$217,030	\$59,834	\$276,864
Long Range	Long Range Plan Update	\$107,810	\$29,723	\$137,533
TIP	TIP	\$36,970	\$10,193	\$47,163
Administration	Administration and Coordination	\$226,887	\$62,553	\$289,440
	Funding Totals**	\$588,697	\$162,303	\$751,000

(a)Source of Local Funds:

Includes ARDC Local Match plus MNDOT State Funds. MNDOT State Planning Grant total of \$60,524 included in the total for local funding. ** Rounding Results in some totals by \$1.

	COVER PAGE	Check
1	Name of MPO agency and area represented Inside	x
2	FY of UPWP Front	x
3	Contact Information for MPO Title Page	x
4	Name of MPO Agency and area represented Inside	x
5	Contact person and information Front	x
6	FY of UPWP Cover	x
7	Agencies providing funds or support – including agencies Logos Cover	x
8	USDOT Disclaimer Cover	x
	INTRODUCTION/PREFACE	
9	Table of Contents	pg i-ii
10	MPO Approval Resolution-signed	pg 45
11	Self-Certification-signed	pg 45
12	Prospectus	N/A
13	Committee Lists-responsibilities, meetings Inside Front Cover	pg 49
14	Staff-names, positions and responsibilities with percentage of time they will spend on MPO work activities Inside Front Cover	x
15	Map-Regional MPO Coverage Area	pg vii
a.	Planning Boundary	x
b.	Urbanized Area Boundary	x
c. *	Air Quality Boundary	N/A
16	Eleven Planning Factors	pg 40
17	UPWP	
a.	Definition of UPWP purpose	pgs iv
b.	Summary of previous Year's Accomplishments	pg v
c.	Status of current activities Refer to Quarterly Reports	x
18	WORK ELEMENTS (Description of major work products and tasks)	
a.	UPWP	pg 2 - 23
b.	Administration	pg 24
c.	TIP – Development/Maintenance	pg 22
d.	L RTP – Development/Maintenance	pg 18-20
e. *	Congestion Management Process/ITS	N/A

f. *	Transit Planning	pg 14
g.	Multimodal Planning	pgs 10-15
	i). Bicycle/Pedestrian	pgs 10-11
*	ii). * Intermodal Freight	pg 13
*	iii). * Intermodal Passenger	
h. *	Air Quality Planning	N/A
	i). Modeling	pg 18
*	ii). CMAQ Application Process	N/A
i.	Public Involvement plan – Update	pg 25
j.	Surveillance (Data Collection)	
k.	Project/Corridor Studies	pg 10-15
l.	Special Studies	pg 2-7
m.	TSM/TDM Planning	pg 18-19
n.	TE Planning	
19	Performance Management	pg 24
20	Summary of Budget Revenues	pgs 28-35
Table 1	Budget Summary	pgs 37-38
Table 2	Funding Sources	pg 28/34
21	Indirect Cost Allocation Plan	Link pg 26
	Direct Costs	
	Indirect Costs	
	Indirect Cost Rate Proposal	
22	Carry-over of unspent funds	N/A
23	Current Signed Title VI Nondiscrimination Agreement	Inside Front Cover x
24	Link to current Title VI Program	Inside Front Cover x
25	Annual Meeting Schedule	pg 49

Attachment
A – MPO
UPWP
Checklist

* Denotes items present on as 'as needed' basis N/A = not applicable

DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL
RESOLUTION AND CERTIFICATION
RESOLUTION #16-12

Adopting the CY 2017-2018 Metropolitan Interstate Council Unified Planning Work Program and Budget and Recommending that the Arrowhead Regional Development Commission Authorize Entering into Contracts with the Minnesota and Wisconsin Departments of Transportation for Support of the MIC's Unified Transportation Planning Work Program for 2017.

WHEREAS, the Duluth-Superior Metropolitan Interstate Council (MIC) was created by the Arrowhead Regional Development Commission (ARDC) and the Northwest Regional Planning Commission (NWRPC) as the designated Metropolitan Planning Organization for the Duluth-Superior area; and

WHEREAS, the MIC develops and annually adopts a work program to guide the work activities of urban transportation planning; and

WHEREAS, the MIC 2017-2018 Transportation Planning Work Program and Budget has been approved by the MIC Policy Board, with input from its Transportation Advisory Committee (TAC) as well as from MnDOT, WisDOT, NWRPC, the Duluth Transit Authority (DTA) and MIC area jurisdictions; and

WHEREAS, the United States Secretary of Transportation is authorized to make grants for transportation planning purposes to designated Metropolitan Planning Organizations; and

WHEREAS, the Minnesota Department of Transportation (MnDOT) and the Wisconsin Department of Transportation (WisDOT) administer federal planning funds under the Consolidated Planning Grant (CPG) process; and

WHEREAS, in accordance with 23 CFR 450.334, the Duluth-Superior Metropolitan Interstate Council hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

4. U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the Fixing America's Surface Transportation Act (FAST Act) (P.L. 114-94), and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects; 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

NOW, THEREFORE, BE IT RESOLVED, that the MIC adopts the Calendar Year 2017-2018 Unified Transportation Planning Work Program and Budget and recommends that the Arrowhead Regional Development Commission authorize entering into contracts with the Minnesota and Wisconsin Departments of Transportation for support of the MIC Transportation Planning Work Program for 2016. All contracts shall be consistent with ARDC's budget and personnel limitations and subject to legal counsel review.

ATTEST:



Nick Baker
Wisconsin MIC Co-Chair



Dave Montgomery
Minnesota MIC Co-Chair



Ron Chicka
MIC Director

October 19, 2016

Date

October 20, 2016

ARROWHEAD REGIONAL DEVELOPMENT COMMISSION

RESOLUTION

Authorization to Enter into Agreements with the Minnesota Department of Transportation and the Northwest Regional Planning Commission for Federal and State Planning Funds for Support of Work Program Activities by the Metropolitan Interstate Council for Calendar Year 2017

WHEREAS, the Duluth-Superior Metropolitan Interstate Council (MIC) was created by the Arrowhead Regional Development Commission (ARDC) and the Northwest Regional Planning Commission (NWRPC) as the urban transportation planning organization for the Duluth-Superior area; and

WHEREAS, the United States Secretary of Transportation is authorized to make grants for transportation planning projects through designated Metropolitan Planning Organizations; and

WHEREAS, the Minnesota Department of Transportation (MnDOT) and the Wisconsin Department of Transportation (WisDOT) administer federal planning funds under the Consolidated Planning Grant (CPG) process; and

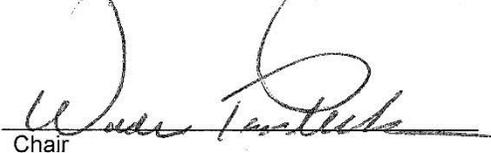
WHEREAS, annual ARDC match funds from seven Northeast Minnesota counties' property tax levy are allocated to the MIC program; and

WHEREAS, the MIC develops and annually adopts a work program to guide the work activities of urban transportation planning; and

WHEREAS, the MIC 2017-2018 Unified Transportation Planning Work Program and Budget has been approved by the MIC Policy Board, with input from its Transportation Advisory Committee (TAC), MnDOT, WisDOT, NWRPC, the Duluth Transit Authority (DTA) and MIC area jurisdictions; and

WHEREAS, the 2017 MIC budget has been included in on-going discussions between the MIC and ARDC, and future mutual discussions of MIC budgets are anticipated;

NOW, THEREFORE, BE IT RESOLVED, that the ARDC Board authorizes its Chair and Executive Director to enter into agreements and amendments with MnDOT and Northwest Regional Planning Commission (NWRPC) for ARDC's portion of the financial match for the MIC's Transportation Planning Work Program for 2017. This contract and all future contracts shall be consistent with ARDC's budget and personnel limitations and subject to review by legal counsel.


Chair


Finance Officer


Officer

October 20, 2016
Date

DRAFT

2017 MIC, TAC, HTAC, BPAC Meeting Locations*

Day/Date	Time	Group	Location	Day/Date	Time	Group	Location
January				July			
Tue, Jan 17	1:30 PM	TAC	WisDOT/Lake Superior Room	Wed, July 19	5:00 PM		Duluth Depot
Wed, Jan 18	6:30 PM	MIC	Douglas Cnt Gov't Center		***Annual Appreciation Dinner		
February				August			
Mon, Feb 6	11:30 AM	BPAC	ARDC Conference Rooms	Mon, Aug 7	11:30 AM	BPAC	ARDC Conference Rooms
Tue, Feb 21	1:30 PM	TAC	ARDC Conference Rooms	Tue, Aug 15	1:30 PM	TAC	Duluth Airport
Wed, Feb 22	6:30 PM	MIC	Hampton Inn	Wed, Aug 16	6:30 PM	MIC	Duluth Airport
March				September			
Wed, Mar 1	9:00 AM	HTAC	Barker's Island Inn	Wed, Sept 6	9:00 AM	HTAC	WITC Conference Center
Tue, Mar 21	1:30 PM	TAC	WITC Conference Center	Tue, Sept 19	1:30 PM	TAC	WITC Conference Center
Wed, Mar 22	6:30 PM	MIC	WITC Conference Center	Wed, Sept 20	6:30 PM	MIC	WITC Conference Center
April				October			
Tue, Apr 18	1:30 PM	TAC	ARDC Conference Rooms	Tue, Oct 17	1:30 PM	TAC	ARDC Conference Rooms
Wed, Apr 19	6:30 PM	MIC	Central Hillside	Wed, Oct 18	6:30 PM	MIC	Hermantown
May				November			
Mon, May 1	11:30 AM	BPAC	ARDC Conference Rooms	Mon, Nov 6	11:30 AM	BPAC	ARDC Conference Rooms
Tue, May 16	1:30 PM	TAC	Duluth Depot	NO MIC or TAC Mtg this month			
Wed, May 17	6:30 PM	MIC	Duluth Depot	December			
June				Wed, Dec 6	9:00 AM	HTAC	Pier B (tentatively)
Wed, June 7	9:00 AM	HTAC	Duluth Airport	Tue, Dec 12	1:30 PM	TAC	WisDOT/Lake Superior Rm
Tue, June 20	1:30 PM	TAC	WisDOT/Lake Superior Rm	Wed, Dec 13	6:30 PM	MIC	Douglas Cnty Gov't Center
Wed, June 21	6:30 PM	MIC	Douglas Cnty Gov't Center				
<p>*Locations are occasionally subject to change - please check your meeting notice to confirm</p> <p>MIC = Metropolitan Interstate Council Policy Board TAC = Transportation Advisory Committee Committee</p> <p>HTAC = Harbor Technical Advisory BPAC = Bicycle & Pedestrian Advisory Committee</p>							

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