

2019-2022 Transportation Improvement Program

For the Superior Urbanized Area



Draft – October 15, 2018

Prepared by the
Metropolitan Interstate Council

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

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Prepared by the

NWRPC



U.S. Department of Transportation
Federal Transit Administration



U.S. Department of Transportation
Federal Highway Administration

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To view this plan online
or for more information
please visit www.dsmic.org

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DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

Member and Staff Listing – August 2018

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Nick Baker – Douglas County Board (<i>WI Co-chair</i>)	Jim Foldesi – St. Louis County
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Wayne Boucher – City of Hermantown	Jason Jackman – Douglas County Engineering
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Map Disclaimer

The information contained in the following maps is a compilation of data from various federal, state, county, regional, and municipal sources. Geographic information has limitations due to the scale, resolution, date, and interpretation of the original source materials. Users should consult available data documentation (metadata) to determine limitations and the precision to which the data depicts distance, direction, location, or other geographic characteristics. These maps and/or data are not legal survey documents to be used for describing land for the purpose of ownership or title.

Chapter 1: Introduction

Overview

The Transportation Improvement Program (TIP) is prepared annually and contains multi-modal transportation (highway, rail, transit, bicycle, and pedestrian) projects (preliminary engineering, right-of-way, and construction) recommended for federal funding during the next four years in the Duluth-Superior planning area boundary. Also listed are regionally significant projects where federal funds may not be committed. The projects included in each calendar year are aimed at meeting the needs of the region's transportation system and represent a commitment in project funding on the part of the implementing agency.

The Metropolitan Interstate Council (MIC), the body responsible for making transportation policy decisions and for directing the transportation planning and development function within the Duluth/Superior urbanized area, has prepared and adopted a TIP each year since 1976. The TIP effort is conducted in order to specify a coordinated, multi-modal transportation program that includes a full range of transportation improvements being considered during the 2019-2022 process.

Transportation Improvement Program's must be developed for each metropolitan area by the MPO in cooperation with federal, state and local governments and transit operators. The TIP must also comply with regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Authority (FTA). The TIP may be revised or amended at any time during the program year by action of the MIC. Additionally, all projects represented in the Superior TIP are included, by reference, in the Wisconsin State Transportation Improvement Program (STIP).

Being a bi-state MPO, the MIC has been preparing two separate TIP documents: one for Wisconsin covering projects within the Superior urbanized and planning area and another covering Minnesota projects in the Duluth urbanized area. The time lines and processes between the two states are significantly different enough to warrant the development of separate TIPs. Although the TIPs are prepared separately, participants consider the entire MIC area when project reviews occur. The MIC and its Transportation Advisory Committee (TAC), which includes representatives from Minnesota and Wisconsin, are involved in the development of each TIP. The MIC reviews for approval the TIPs from both states.

The TIP is prepared as a cooperative effort by the MIC, Wisconsin Department of Transportation (WisDOT), transit operators, and the local agencies, which implement the transportation projects solicited for inclusion in the TIP. Implementing agencies submit their listings of approved projects to the MIC to coordinate into a comprehensive listing of major transportation improvements. After approval by the MIC, the TIP is sent to the Wisconsin Department of Transportation, Division of Investment Management, Bureau of Planning and Economic Development for inclusion in the Statewide Transportation Improvement Program (STIP). The Wisconsin and Minnesota TIPs represent an integrated improvement plan for the transportation system of the Duluth/Superior Urbanized Area.

Metropolitan Planning Organizations

Any urban area with a population of over 50,000 has a designated Metropolitan Planning Organization (MPO) that undertakes the process of developing a Transportation Improvement Program based on transportation needs and with due consideration to comprehensive, long-range land use plans; development objectives; and social, economic, environmental, and energy conservation goals.

The governors of Minnesota and Wisconsin have designated the Arrowhead Regional Development Commission (MN) and the Northwest Regional Planning Commission (WI) as the Metropolitan Planning Organizations (MPO) for the Duluth-Superior urbanized area whom jointly created the Metropolitan Interstate Council to perform the required actions and support of the MPO. It is the policy of the MIC that all transportation related planning is carried out through the 3-C planning process as indicated in this memorandum and other documents.

The MIC involves local units of government in the review of plans and programs. In addition, efforts are made to meet with affected townships and citizens on projects of particular interest in certain geographical areas. Public information meetings, project level committees, and public hearings are utilized to afford citizens of the community an opportunity to comment on and review proposed plans. Further documentation of these activities is included in the MIC's *Public Involvement Plan*.

The federal transportation bill *Fixing America's Surface Transportation Act (FAST Act)* identifies ten planning factors (23 CFR 450.306) that must be considered in the transportation planning process. The processes used to select projects to be programmed through the Superior Urbanized Area TIP is based on these factors:

1. *Support economic vitality* of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
2. *Increase safety* of the transportation system for motorized and non-motorized users.
3. *Increase security* of the transportation system for motorized and non-motorized users.
4. *Increase accessibility and mobility* of people and freight.
5. *Protect and enhance the environment*, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. *Enhance integration and connectivity* of the transportation system, across and between modes, for people and freight.
7. *Promote efficient system management* and operation.
8. *Emphasize preservation* of the existing transportation system.
9. *Improve the resiliency and reliability* of the transportation system and *reduce or mitigate storm water impacts* of surface transportation.
10. *Enhance travel and tourism*.

Consideration of the planning factors by the MIC is reflected in a number of adopted planning documents as well as current and proposed work activities being undertaken by the MIC and the

implementing agencies in the MIC planning area. The MIC's long-range transportation plan serves as a guide to decision-makers in their effort to meet the challenge of preserving and expanding an intermodal transportation system. The study is comprehensive in nature, examining the existing and future conditions for all modes in the transportation system, as well as encompassing all the metropolitan jurisdictions.

Duluth-Superior Metropolitan Interstate Council

The Duluth-Superior Metropolitan Interstate Council was created in July 1975, as a joint committee of the Arrowhead Regional Development Commission (ARDC) and the Northwest Regional Planning Commission (NWRPC). ARDC and NWRPC are multi-county planning and development organizations operating in Minnesota and Wisconsin, respectively.

The MIC consists of 18 delegates representing the metropolitan area of Duluth/Superior. Delegates are local elected officials and concerned citizens selected by their local unit of government. In the transportation planning process, the MIC's role includes:

- Maintaining a certified "3-C" transportation planning process: continuing, cooperative, and comprehensive;
- Coordinating the planning and implementation activities of local, regional, and state transportation agencies;
- Planning for an intermodal transportation system that is economically efficient, environmentally sound, provides the foundation to compete in the global economy, and will move people and goods in an energy efficient manner;
- Undertaking an effective public participation process which fosters meaningful public input to the plan's decisions;
- Providing leadership both in setting transportation policy and in metropolitan system planning; and
- Lending technical support in planning and operations to local governments.

The MIC's primary role is to provide guidance and leadership to the metropolitan transportation community. The MIC realizes the need to focus investment dollars on areas with the highest payback, while at the same time ensuring that transportation policy supports the interest of safety, the conservation of energy, encourages sensible land use, environmental quality, and the interconnection of all modes of travel to create a "seamless" transportation system.

Long Range Transportation Plan

Federal regulations mandate Metropolitan Planning Organizations (MPOs) such as the Duluth-Superior MIC, to develop a TIP for the metropolitan area in cooperation with planning area jurisdictions, transit agencies, and the state. Federal requirements state, "the TIP shall include all transportation projects or identified phases of a project within the metropolitan planning area proposed for federal funding" and "only projects that are consistent with the transportation plan" be included. Therefore, the TIP is the short-range schedule of projects derived from identified needs and improvements recommended from the MPOs Long Range Transportation Plan. Jurisdictions submitting projects for consideration in the TIP utilize the long range plan projects listing and overall goals and strategies. When reviewing proposed TIP projects, the long range plan is used as the backbone for making priorities related to project implementation.

Chapter 2: Self Certification

Certification

Transportation Planning Process

It is a requirement of the federal government that Metropolitan Planning Organizations (MPOs) annually undertake a self certification of its transportation planning process. This process supports the development of a comprehensive transportation plan and Transportation Improvement Program (TIP) that are consistent with federal regulations and in conformance with all applicable requirements. Each year when the MIC approves the TIP, they also certify that the transportation planning process used in the Duluth-Superior urbanized area is in compliance with federal requirements.

Therefore, in accordance with 23 CFR 450.334(a) the Metropolitan Interstate Council hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan area and is being conducted in accordance with all applicable requirement of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. In non-attainment and maintenance areas, 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 USC 2000d-1) and 49 CFR part 21;
4. 49 USC 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;;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. 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;
8. 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;
9. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

Furthermore, the MPO certifies that the TIP contains only projects that are consistent with the long range transportation plan for the urbanized area(s).

Chapter 3: Transportation Planning Process

Overview

The TIP and selection of projects for inclusion in the TIP are a result of a continuing, comprehensive transportation planning process that is carried out cooperatively by the MPO, State DOT, and local units of government within the urbanized area. The goal of this process is for the TIP to naturally evolve from a process which has identified transportation needs, potential solutions to those needs, and priorities among competing needs.

As explained earlier in this document, the MIC coordinates transportation planning for the Duluth-Superior Urbanized area. The MIC is responsible for developing a list of priority transportation projects seeking federal funding. Federal transportation regulations seek to provide more flexibility to states to direct dollars to the highest priority projects no matter where they are located. In addition, the flexibility extends across modes so as to encourage development of the most efficient and effective solutions to transportation problems no matter what shape those solutions might take.

Throughout the Superior Urbanized area and Wisconsin, the Office of the Commissioner of Railroads (OCR) utilizes federal funds to make rail highway crossing safety projects. WisDOT and FHWA have agreed to include a dollar amount for proposed years with the TIP where projects may occur. In the Superior Urbanized area, a funding level of \$100,000 has been programmed in appropriate calendar years.

Performance Measures & Asset Management

Introduction

MAP-21 and FAST ACT requires incorporation of Performance-Based Planning and Programming (PBPP) be used in development of the Metropolitan Planning Organization (MPO) Long-Range Transportation Plans (LRTP) and Transportation Improvement Plans (TIP). The Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Final Rule further defined the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the 23 CFR 490 performance measures targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets (23 CFR 450.326(d)).

The Duluth-Superior Metropolitan Interstate Council will utilize its planning and programming of projects to contribute to the accomplishments of localized and statewide safety performance targets. The approach at this time is to adopt and contribute toward the statewide targets for safety, pavement, bridge, reliability, and freight that WisDOT adopts. This approach seems the most appropriate at this time as setting targets for the Duluth-Superior MPO would be difficult and burdensome. With limited staff and resources, MPO level performance planning and measurements would be difficult. It is unknown at this time how much time staff will be working on Performance-Based Planning and Programming. As our understanding of Performance-Based Planning becomes clearer, the Duluth-Superior MIC may decide at a later time to set its own targets. The Duluth Transit Authority (DTA) has decided to adopt its own transit asset management plan and target setting, instead of state targets. The MIC will be

adopting the transit targets set by DTA. MIC performance based planning information can be found at <http://dsmic.org/study/performance-measures/>.

23 USC 150: National performance measure goals are:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices
<https://www.fhwa.dot.gov/tpm/about/goals.cfm>

MAP-21/Fast Act Performance Measures as established in 49 USC 625 and 23 CFR 490 are:

- **Transit**
 - Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
 - Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.
 - Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
 - Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.
- **Safety**
 - Number of fatalities
 - Fatalities per 100 million vehicle miles traveled
 - Number of serious injuries
 - Serious injuries per 100 million vehicle miles traveled
 - Number of non-motorized fatalities and non-motorized serious injuries
- **Infrastructure**
 - Percentage of pavements of the Interstate System in Good condition
 - Percentage of pavements of the Interstate System in Poor condition
 - Percentage of pavements of the non-Interstate NHS in Good condition
 - Percentage of pavements of the non-Interstate NHS in Poor condition
 - Percentage of NHS bridges classified as in Good condition
 - Percentage of NHS bridges classified as in Poor condition
- **System Performance on NHS**
 - Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate that are reliable

- Non-Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the non-Interstate NHS that are reliable
- **Freight Movement**
 - Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index

Approved Targets for Performance Measures & Asset Management by the MIC Polity Board

PM 1 – Safety

For the Wisconsin portion of the MIC area, the MIC Board passed Resolution #18-05 on February 21, 2018, adopting the WisDOT recommended Highway Safety Improvement Program (HSIP) Performance Measure Targets for 2018 as follows:

Measure	2018 Target
Number of Traffic Fatalities	556.1
Rate of Traffic Fatalities	0.917 per 100 million VMT (<i>Vehicle Miles Traveled</i>)
Number of Serious Injuries	3,023.9
Rate of Serious Injuries	4.997 per 100 million VMT (<i>Vehicle Miles Traveled</i>)
Number of Non-Motorized Fatalities & Serious Injuries	343.3

PM 2 – NHS Pavement and Bridge Condition

For the Wisconsin portion of the MIC area, the MIC Board passed Resolution #18-15 on June 20, 2018, adopting the WisDOT recommended NHS Pavement and Bridge Condition Performance Targets as follows:

Measure	2-Year Target (2019)	4-Year Target (2021)
Percent of NHS* Bridges by deck area in Good Condition	≥50%	≥50%
Percent of NHS Bridges by deck area in Poor Condition	≤3%	≤3%
Percent of Interstate Pavement in Good Condition	N/A	≥45%
Percent of Interstate Pavement in Poor Condition	N/A	≤5%
Percent of Non-Interstate NHS Pavement in Good Condition	≥20%	≥20%
Percent of Non-Interstate NHS Pavement in Poor Condition	≤12%	≤12%

**NHS = National Highway System*

PM 3 – NHS Performance and Freight Movement on the Interstate System

For the Wisconsin portion of the MIC area, the MIC Board passed Resolution #18-16 on June 20, 2018, adopting the Wisconsin recommended NHS Performance and Freight Movement on the Interstate System Targets as follows:

Measure	2-Year Target	4-Year Target
Percent of Reliable Person Miles on the Interstate	94%	90%
Percent of Reliable Person Miles Reliable on the Non-Interstate NHS	N/A	86%
Truck Travel Time Reliability Index	1.4	1.6

**NHS = National Highway System*

Transit Asset Management Targets

The MIC Board passed Resolution #18-xx on August 15, 2018, adopting the DTA's Transit Asset Management Targets as follows:

Asset	4-Year Target
Rolling Stock	<20% of Fixed Route vehicles and <30% of Paratransit vehicles have reached their useful life.
Equipment	<20% of equipment (i.e. service vehicles) have reached their useful life.
Parking/Pedestrian Facility	<50% of parking/pedestrian facilities have a condition rating below 3 based on FTA's TERM scale.
Administrative/Maintenance Facility	<60% of facility elements within the Administrative & Maintenance Facility have a condition rating below 3.

Updated targets will be reviewed and acted upon by the MIC Policy Board at future meetings based on release of updated and proposed WisDOT performance measures and asset management. Any future action by the MIC Policy Board will be amended into the TIP to reflect adopted measures.

MPO's Performance-Based Planning and Programming Processes

Federal performance-based planning requirements direct metropolitan planning organizations to establish performance measures for safety, pavement, bridge, reliability, freight, CMAQ, and transit asset management and safety. The intent of these provisions is to demonstrate how federally-funded investments are helping to meet national, state and local transportation performance targets. TIP project solicitation and projects within the TIP will work to deliver efforts in meeting the adopted performance based measures. Additionally, the Long Range Transportation Plan (<http://dsmic.org/planning/long-range/>) will provide the overall long term objectives for guidance to help the MPO and Wisconsin Department of Transportation annually set performance measures and future projects to positively influence these measures. MIC performance based planning information can be found at <http://dsmic.org/study/performance-measures/>.

Linkage of Investments to Established Performance Measures

Jurisdictional entities will analyze the adopted performance based measures during consideration of project development. This review will enable engineers and local planning staff opportunities to determine how different aspects of project scoping and development scenarios may positively or negatively impact performance measures locally.

Future Performance Measure Activities and Coordination

The MIC will coordinate with WisDOT to ensure consistency and review existing year HSIP Program Targets and other future considered statewide targets. Future calendar year performance targets will be coordinated and executed prior to the end of present year performance targets.

Chapter 4: 2019-2022 Transportation Improvement Program for the Superior Urbanized Area

The 2019-2022 Transportation Improvement Program (TIP) lists priority transportation projects programmed for implementation in the Superior urbanized area. All transportation projects programmed to use Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funds must first be included in an approved TIP prepared by the Duluth-Superior Metropolitan Interstate Council (MIC). Amendment processes will adhere to guidance language prepared by FHWA and WisDOT and included in the MIC Public Involvement Plan as represented in the appendix. Additionally, the Duluth-Superior Metropolitan Interstate Council, WisDOT and the Duluth Transit Authority hereby agree to the following procedures in advancing projects from the approved TIP for federal funding commitment.

Expedited Project Selection Procedures

1. The first year of the TIP constitutes an agreed-to list of projects for project selection purposes and no further project selection action is required by the MPO for WisDOT or the transit operator to proceed with federal fund commitment;
2. Projects from the second, third or fourth year of the TIP can be advanced by WisDOT or the transit operator for federal fund commitment without further project selection action by the MPO;
3. Concerning the federal funding sources identified for individual projects in the TIP, it is agreed that WisDOT may unilaterally interchange eligible FHWA funding program sources without necessitating an amendment, subject to the project selection authority federal regulations and state local program procedures reserve for the State and the MPO, and subject to reconciliation under item 5;
4. WisDOT can unilaterally interchange FTA Section 5309 and Section 5307 capital funds in urbanized areas between 50,000 and 200,000 population without necessitating a TIP amendment. FTA should be notified of any interchange of funds; and
5. To maintain accountability and fiscal constraint as changes occur during implementation of the TIP, the MPO, WisDOT and the transit operator will monitor projects in the TIP and account for all significant changes in scheduled years and costs in a TIP amendment at the midpoint of the calendar year. (MPOs on a two year TIP update cycle must also commit to truing up the TIP by amendment at the end of the first year along with declaring the second year of the TIP to be the agreed to list of projects for the second year of operation).

Projects in the 2019-2022 TIP are listed on the following pages of Chapter Four. Projects were solicited from representative units of government in the urbanized area, the Duluth Transit Authority, and Wisconsin Department of Transportation and are found to be consistent with the findings of the Duluth/Superior Long Range Transportation Plan. WisDOT relies on the public involvement process conducted by the MPO in the development of their TIP to satisfy the Federal Transit Administration program and planning requirements as established for the Section 5307/5309 programs. The *Annual List of Obligated Projects* can be found at www.dsmic.org.

The TIP represents four years of approved federal and state transportation projects, with a local match where required by project funding. Some TIP projects identify jurisdictional projects where state or local funds are the only identified funding source. If TIP approved projects with

only state or local identified funds will now have federal funds attached, an amendment process must be completed.

The TIP may include “illustrative projects”. For purposes of this TIP, illustrative projects are projects not currently funded or may be funded but are outside the 4-year time frame of the TIP. These illustrative projects are not assigned a formal TIP number. Should a sponsoring entity (WisDOT, City of Superior, Douglas County, Transit, or other agency) seek to advance an illustrative project, a formal TIP amendment process would be required as outlined in the MIC Public Involvement Plan (see appendix) in order to advance the project to any of the TIP’s first four years.

2019-2022 TRANSPORTATION IMPROVEMENT PROJECTS (ROADWAY)

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2019	2020	2021	2022	Illustrative	Federal	State	Local	Total
WisDOT 113-12-013 USH 2 / Belknap Street Banks Ave to Hill Ave Design and Resurfacing 8680-00-71	PE									
	ROW									
	CONST	25,360					10,610	4,366	10,384	25,360
	TOTAL	25,360					10,610	4,366	10,384	25,360
WisDOT 113-12-016 USH 53 Bridge Rehab to Structures B-16-0010, -0011, and -0012. All north of junction with USH 2. BRRHB 1988-03-72	PE									
	ROW									
	CONST	1,679						1,679		1,679
	TOTAL	1,679						1,679		1,679
City of Superior 113-14-011 N. 28th Street Hill Ave - E. 3rd Street Resurfacing STP Urban 8998-00-22	PE		100				80		20	100
	ROW									
	CONST									
	TOTAL		100				80		20	100
City of Superior 113-14-012 Belknap Street (Side Streets) Hill Ave - Banks Ave STP Urban 8998-00-24	PE									
	ROW									
	CONST	522					417.6		104.4	522
	TOTAL	522					417.6		104.4	522
WisDOT 113-15-001 IH 535 Superior - Duluth St Louis River Brdg B-16-001 thru 005 0.91 Mi BRRHB - Brdg Management Study P 1199-00-03	PE	293						293		293
	ROW									
	CONST									
	TOTAL	293						293		293

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2019	2020	2021	2022	Illustrative	Federal	State	Local	Total
WisDOT 113-16-002 USH 2 / USH 53 2 nd Avenue E. – 31 st Avenue E. Resurface – 1 st Overlay 1198-03-74 (Const)	PE									
	ROW									
	CONST		6,090				4,870	1,220		6,090
	TOTAL		6,090				4,870	1,220		6,090
WisDOT 113-16-006 IH 535 Superior – Duluth St. Louis River Bridge, Const, Paint, Misc Maint B16-0005-001 to 0005, MnDOT is Lead Agency 1199-00-74 CONST	PE									
	ROW									
	CONST	5,900						5,900		5,900
	TOTAL	5,900						5,900		5,900
Douglas 113-16-007 CTH C Removal of Abandoned Rail Bridge and Culvert Installation. 0.18 miles 8758-00-00/71	PE	41					32.8		8.2	41
	ROW									
	CONST	269					215.2		53.8	269
	TOTAL	310					248		62	310
WisDOT 113-16-010 IH 535 Superior - Duluth Bridge Maintenance & Gusset Repair MnDOT Lead. State Funding 1199-00-75 (construction)	PE									
	ROW									
	CONST	500						500		500
	TOTAL	500						500		500
WisDOT 113-16-013 USH 2/USH 53 2 nd Avenue E. – 31 st Avenue E. State Funding 1198-03-04 (design)	PE	600						600		600
	ROW									
	CONST									
	TOTAL	600						600		600
WisDOT 113-16-014 Intersection of E 2 nd Street / USH 2 to IH535 Operation and Safety Analysis State Funding 1198-03-06	PE	375						375		375
	ROW									
	CONST									
	TOTAL	375						375		375

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2019	2020	2021	2022	Illustrative	Federal	State	Local	Total
WisDOT 113-16-015 Belknap Street Banks Avenue to E 2 nd Street Design/Signal Timing 8680-00-03	PE	25						25		25
	ROW									
	CONST									
	TOTAL	25						25		25
WisDOT 113-17-001 STH 105 Oliver – Superior (Pokegama River Bridge) Bridge Replacement Right-of-Way 8760-00-20	PE									
	ROW	8						8		8
	CONST									
	TOTAL	8						8		8
WisDOT 113-17-002 STH 105 Oliver – Superior (Pokegama River Bridge) Replace Structure w single span prestressed girder bridge structure 8760-00-70	PE									
	ROW									
	CONST	2,295					1,604	400	291	2,295
	TOTAL	2,295					1,604	400	291	2,295
WisDOT 113-17-004 USH 2 (USH 53 Interchange) 53 rd Ave E – USH 2/53 Interchange Interchange Mainline/Ramp Joint Repair 1180-00-31	PE	225						225		225
	ROW									
	CONST									
	TOTAL	225						225		225
City of Superior 113-17-007 N 28 th Street Hill Ave – E 3 rd Street Resurface, STP Urban Funding 8998-00-23	PE									
	ROW									
	CONST		502				401		101	502
	TOTAL		502				401		101	502
WisDOT 113-17-008 USH 53/USH2, USH 2/USH 13, USH 53/STH 35 Crack sealing at bridge sites 1190-11-84	PE									
	ROW									
	CONST		150					150		150
	TOTAL		150					150		150

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2019	2020	2021	2022	Illustrative	Federal	State	Local	Total
WisDOT 113-17-015 STH 35/Tower Avenue 69 th Street to 64 th Street	PE			60				60		60
	ROW									
	CONST									
	TOTAL			60				60		60
8010-00-00 (PE)										
WisDOT 113-17-016 STH 35/Tower Avenue 69 th Street to 64 th Street Mill & Overlay	PE									
	ROW									
	CONST			641			513	130		641
	TOTAL			641			513	130		641
8010-00-70 (Const)										
WisDOT 113-17-017 USH 2/USH 53 31 st Avenue E. – 53 rd Avenue E.	PE		350				280	70		350
	ROW									
	CONST									
	TOTAL		350				280	70		350
1198-03-08 (design)										
WisDOT 113-17-018 USH 2/USH 53 31 st Avenue E. – 53 rd Avenue E. 1198-03-78 (const)	PE									
	ROW									
	CONST			5,977			4,782	1,195		5,977
	TOTAL			5,977			4,782	1,195		5,977
1198-03-78 (const)										
WisDOT 113-17-019 IH 535 Superior- Duluth B 16-0005-0001 Condition Investigation 1199-00-06 (PE)	PE	1,000						1,000		1,000
	ROW									
	CONST									
	TOTAL	1,000						1,000		1,000
1199-00-06 (PE)										
WisDOT 113-18-001 IH 535 – Blatnik Bridge Design is 100% WI Oversight MnDOT is the lead Agency 1199-00-04	PE	40						40		40
	ROW									
	CONST									
	TOTAL	40						40		40
1199-00-04										

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2019	2020	2021	2022	Illustrative	Federal	State	Local	Total
WisDOT 113-18-013 STH 35 & STH 105 (Tower & Central Ave) Design is 100% WI Intersection Signal Install 1199-00-04	PE	63						63		63
	ROW									
	CONST									
	TOTAL	63						63		63
WisDOT 113-18-014 STH 35 & STH 105 (Tower & Central Ave) Intersection Signal Install 3700-50-55	PE									
	ROW									
	CONST		50					45	5	50
	TOTAL		50					45	5	50
WisDOT 113-18-015 STH 35 & STH 105 (Tower & Central Ave) Intersection Signal Install 3700-50-54	PE									
	ROW									
	CONST	742						667.8	74.2	742
	TOTAL	742						667.8	74.2	742
Douglas County 113-18-016 CTH Z & CN Rail Bridge Bridge #P160070 Road Over Height Flashing Beacon Install 8744-00-02	PE	40					20			40
	ROW									
	CONST									
	TOTAL	40					20		20	40
Douglas County 113-18-017 CTH Z & CN Rail Bridge Bridge #P160070 Road Over Height Flashing Beacon Install 8744-00-72	PE									
	ROW									
	CONST	51					46		5	51
	TOTAL	51					46		5	51
WisDOT 113-18-018 STH 35 Milchesky Rd to S. Jct CTH B Roadway repairs due to flooding 8010-00-72	PE									
	ROW									
	CONST	115					115			115
	TOTAL	115					115			115

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2019	2020	2021	2022	Illustrative	Federal	State	Local	Total
WisDOT 113-18-019 STH 35 Black River Bridge B-16-0085 Roadway repairs due to flooding 8010-02-78	PE ROW CONST TOTAL	 599.9 599.3					 599.3 599.3			 599.3 599.3
WisDOT 113-18-020 Woodlawn Road CTH A to N 58 th St E Roadway repairs due to flooding 8998-00-31	PE ROW CONST TOTAL	 517.5 517.5					 517.5 517.5			 517.5 517.5
WisDOT 113-18-021 3 rd Street East 55 th Ave to 54 th Ave Roadway repairs due to flooding 8998-00-32	PE ROW CONST TOTAL	 345 345					 345 345			 345 345
WisDOT 113-18-022 CTH B Dedham Rd to STH 35 Roadway repairs due to flooding 8747-00-60	PE ROW CONST TOTAL	 17.25 17.25					 17.25 17.25			 17.25 17.25
WisDOT 113-18-023 CTH B Town Line Rd to Dedham Rd Roadway repairs due to flooding 8747-00-61	PE ROW CONST TOTAL	 28.75 28.75					 28.75 28.75			 28.75 28.75
WisDOT 113-18-024 CTH E Sam Anderson Rd to E Jct CTH C Roadway repairs due to flooding 8763-00-60	PE ROW CONST TOTAL	 29.9 29.9					 29.9 29.9			 29.9 29.9

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2019	2020	2021	2022	Illustrative	Federal	State	Local	Total
WisDOT 113-18-025 CTH E W Jct CTH C to USH 2 Roadway repairs due to flooding 8763-00-62	PE ROW CONST TOTAL	 8.05 8.05	 	 	 	 	 8.05 8.05	 	 	 8.05 8.05
WisDOT 113-18-026 CTH B STH 35 to CTH K Roadway repairs due to flooding 8747-01-60	PE ROW CONST TOTAL	 25.875 25.875	 	 	 	 	 25.875 25.875	 	 	 25.875 25.875
WisDOT 113-18-027 CTH C STH 35 to CTH A Intersection Roadway repairs due to flooding 8745-00-60	PE ROW CONST TOTAL	 5.98 5.98	 	 	 	 	 5.98 5.98	 	 	 5.98 5.98
WisDOT 113-19-001 STH 13 Port Wing – Superior Design for Resurfacing Project 8510-01-00	PE ROW CONST TOTAL	 300 300	 	 	 	 	 	 	 	 300 300
WisDOT 113-19-002 STH 13 (only a portion of project in MPO area) CTH F to Engdahl Road Design 1000-18-32	PE ROW CONST TOTAL	 	 185 185	 	 	 	 	 	 	 185 185
WisDOT 113-19-003 STH 13 (only a portion of project in MPO area) CTH F to Engdahl Road Construction 1000-18-33	PE ROW CONST TOTAL	 	 	 4,100 4,100	 	 	 	 	 	 4,100 4,100

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2019	2020	2021	2022	Illustrative	Federal	State	Local	Total
WisDOT 113-19-004 STH 13 Port Wing – Superior Four (4) Bridge Rehab Projects (B-16-014, 015, 06 & 023) Design 8510-01-05	PE	400					320	80		400
	ROW									
	CONST									
	TOTAL	400					320	80		400
WisDOT 113-19-005 STH 13 Port Wing – Superior Four (4) Bridge Rehab Projects (B-16-014, 015, 06 & 023) Construction 8510-01-75	PE									
	ROW									
	CONST				3,500		2,800	700		3,500
	TOTAL				3,500		2,800	700		3,500
WisDOT 113-19-006 STH 105 Pokegama River Bridge (B-16-0003) Replace Structure 8760-00-00	PE	210						210		210
	ROW									
	CONST									
	TOTAL	210						210		210
	PE									
	ROW									
	CONST									
	TOTAL									
	PE									
	ROW									
	CONST									
	TOTAL									

2019-2022 TRANSPORTATION IMPROVEMENT PROJECTS (RAIL)

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2019	2020	2021	2022	Illustrative	Federal	State	Local	Total
WisDOT 113-14-015 Rail Crossing Road Closure – Garfield Avenue in the City of Superior NBSF Crossing #102163S 8988-00-54 (CONST) Safety	PE									
	ROW									
	CONST	7.5					7.5			7.5
	TOTAL	7.5					7.5			7.5
OCR 113-16-008 Rail-Highway Crossing Safety Level of Effort Projects Safety	PE									
	ROW									
	CONST	100					100			100
	TOTAL	100					100			100
WisDOT 113-16-009 Rail-Highway Crossing Safety Level of Effort Projects Safety	PE									
	ROW									
	CONST	100					100			100
	TOTAL	100					100			100
OCR 113-17-009 Rail-Highway Crossing Safety Level of Effort Projects Safety	PE									
	ROW									
	CONST		100				100			100
	TOTAL		100				100			100
WisDOT 113-17-010 Rail-Highway Crossing Safety Level of Effort Projects Safety	PE									
	ROW									
	CONST		100				100			100
	TOTAL		100				100			100

		Estimated Cost (\$1,000)				Illustrative	Funding Source and Cost Share			
		2019	2020	2021	2022		Federal	State	Local	Total
WisDOT 113-17-012 BNSF Rail Crossing Improvement 082857 on Tower Avenue south of STH 105 Gates Installation 8010-07-50 Safety & BNSF to provide local match	PE									
	ROW									
	CONST	50				25		25	50	
	TOTAL	50				25		25	50	
OCR 113-18-002 Rail-Highway Crossing Safety Level of Effort Projects Safety	PE									
	ROW									
	CONST			100		100			100	
	TOTAL			100		100			100	
WisDOT 113-18-003 Rail-Highway Crossing Safety Level of Effort Projects Safety	PE									
	ROW									
	CONST			100		100			100	
	TOTAL			100		100			100	
OCR 113-18-004 58 th Street and WCL Crossing Install Flashing Lights and Gates WCL Crossing 697407S 1009-89-03 (local share paid by WCL)	PE									
	ROW									
	CONST			228		74	40	114	228	
	TOTAL			228		74	40	114	228	
City of Superior 113-18-005 N 28 th Street Union Pacific RR Crossing Crossing # 186144U Install Signals and Gates 8998-00-55	PE									
	ROW									
	CONST		300			240		60	300	
	TOTAL		300			240		60	300	

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2019	2020	2021	2022	Illustrative	Federal	State	Local	Total
WisDOT 113-18-006 N 28 th Street Union Pacific RR Crossing Crossing # 186144U Rail Crossing Roadway Surface 8998-00-56	PE									
	ROW									
	CONST		70				56		14	70
	TOTAL		70				56		14	70
OCR 113-18-007 5 th Street E. BNSF Railway RR Crossing Crossing # 075947U Install Signals and Gates 1009-89-00 Local share paid for by BNSF	PE									
	ROW									
	CONST		202				65.65	35.35	101	202
	TOTAL		202				65.65	35.35	101	202
OCR 113-18-008 CTH C BNSF RR Crossing Crossing # 067760D Install Signals and Gates 1009-89-01	PE									
	ROW									
	CONST		202				65.65	35.35	101	202
	TOTAL		202				65.65	35.35	101	202
OCR 113-18-009 CTH C BNSF RR Crossing Crossing # 086403C Install Signals and Gates 1009-89-02	PE									
	ROW									
	CONST		202				65.65	35.35	101	202
	TOTAL		202				65.65	35.35	101	202
OCR 113-19-007 Rail-Highway Crossing Safety Level of Effort Projects Safety	PE									
	ROW									
	CONST				100		100			100
	TOTAL				100		100			100

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2019	2020	2021	2022	Illustrative	Federal	State	Local	Total
WisDOT 113-19-008 Rail-Highway Crossing Safety Level of Effort Projects Safety										
	PE									
	ROW									
	CONST				100		100			100
	TOTAL				100		100			100
	PE									
	ROW									
	CONST									
	TOTAL									

2019–2022 TRANSPORTATION ALTERNATIVES PROJECTS

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2019	2020	2021	2022	Illustrative	Federal	State	Local	Total
City of Superior 113-17-011 Superior Active Transportation Plan TAP Funding 8998-00-03										
	TOTAL	150					120		30	150

2019–2022 TRANSIT PROJECTS (5307)

Primary Jurisdiction Project Sponsor/ TIP Project ID	Project Description	2019 (Jan-Dec)					2020 (Jan-Dec)					2021 (Jan-Dec)					2022 (Jan-Dec)									
		Fed	State	Local	Fare Box Rev.	Total	Fed	State	Local	Fare Box Rev.	Total	Fed	State	Local	Fare Box Rev.	Total	Fed	State	Local	Fare Box Rev.	Total	Fed	State	Local	Fare Box Rev.	Total
		Project																								
DTA Sec. 5307 Operating Assistance	Regular Route	601,984	404,348	574,412	154,311	1,735,055																				
DTA Sec. 5307 Operating Assistance	STRIDE	26,808	31,790	56,990	12,251	127,839																				
DTA Sec. 5307 Capital		60,000		15,000		75,000																				
DTA Sec. 5307 Operating Assistance	Regular Route						632,083	419,534	604,889	156,626	1,813,132															
DTA Sec. 5307 Operating Assistance	STRIDE						27,612	32,451	58,671	12,434	131,434															
DTA Sec. 5307 Operating Assistance	Regular Route											663,687	434,787	635,707	158,941	1,893,123										
DTA Sec. 5307 Operating Assistance	STRIDE											28,440	33,115	60,405	12,618	134,578										
DTA Sec. 5307 Capital												60,000		15,000		75,000										

Primary Jurisdiction Project Sponsor/ TIP Project ID	Project Description	2019 (Jan-Dec)					2020 (Jan-Dec)					2021 (Jan-Dec)					2022 (Jan-Dec)									
		Fed	State	Local	Fare Box Rev.	Total	Fed	State	Local	Fare Box Rev.	Total	Fed	State	Local	Fare Box Rev.	Total	Fed	State	Local	Fare Box Rev.	Total	Fed	State	Local	Fare Box Rev.	Total
		Project																								
DTA Sec. 5307 Operating Assistance	Regular Route																696,871	451,309	669,399	161,325	1,978,904					
DTA Sec. 5307 Operating Assistance	STRIDE																29,293	33,777	62,217	12,807	138,094					

2019–2022 Transit Projects

Primary Jurisdiction Project Sponsor/ TIP Project ID	Project Description	2019 (Jan-Dec)				2020 (Jan-Dec)				2021 (Jan-Dec)				2022 (Jan-Dec)				ILLUSTRATIVE (Jan-Dec)			
		Fed	State	Local	Total	Fed	State	Local	Total												
		Project																			
Indian Trails – Intercity Bus Service	Service connecting Superior and Duluth to stops along USH 2 at various locations with connection to routes/stops located throughout Michigan.																				

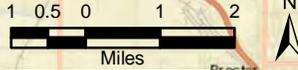
2019-2022 Transit Projects (5310)

Primary Jurisdiction Project Sponsor/ TIP Project ID	Project Description																	ILLUSTRATIVE (Jan-Dec)			
		2019 (Jan-Dec)				2020 (Jan-Dec)				2021 (Jan-Dec)				2022 (Jan-Dec)							
		Fed	State	Local	Total	Fed	State	Local	Total												
Project																					

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Transportation Improvement Program Wisconsin MIC Area Projects 2019-2022



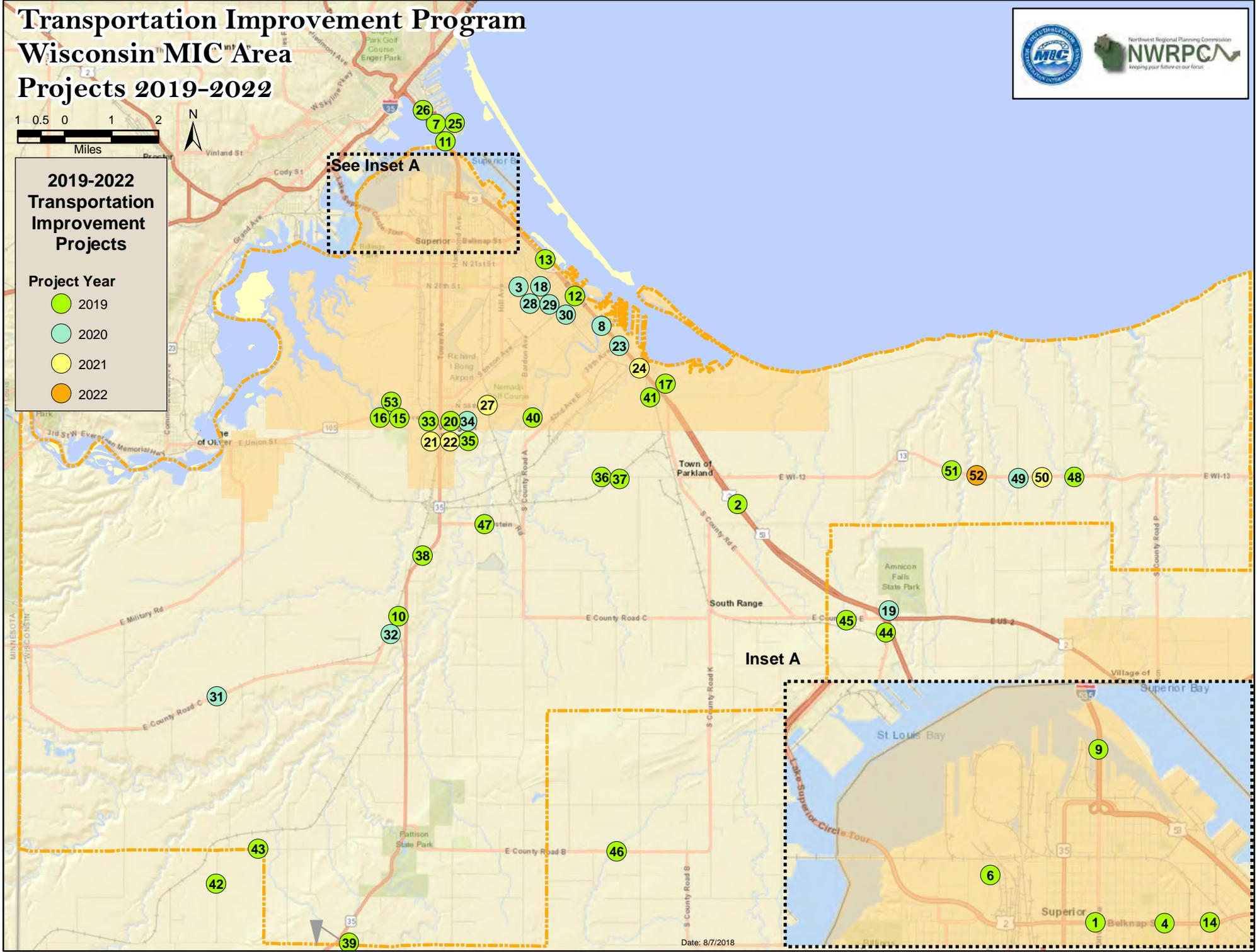
**2019-2022
Transportation
Improvement
Projects**

Project Year

- 2019
- 2020
- 2021
- 2022

See Inset A

Inset A

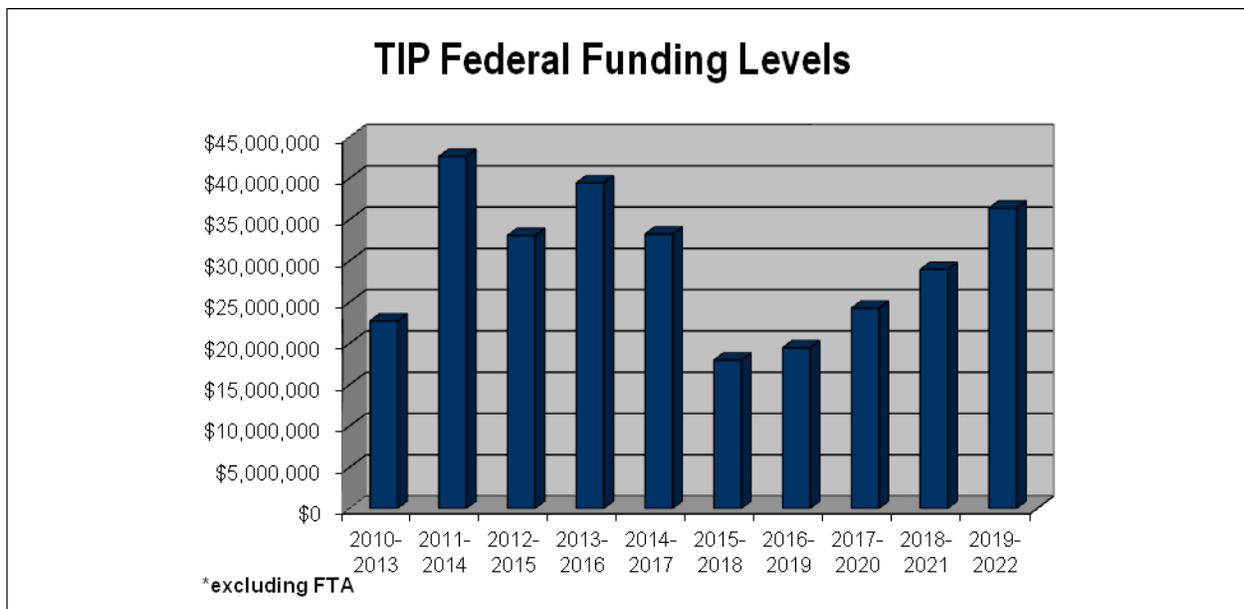


Map Label	TIP Project ID	Project Description	Project Year	Type of Cost	Primary Jurisdiction Sponsor	Project Type
1	113-12-013	USH 2/Belknap St.: Banks Ave. to Hill Ave. - Design and resurfacing	2019	Const	WisDOT	Road
2	113-12-016	USH. 53: N. of US Hwy. 2 Junction - Bridge rehabilitation to structures B-16-0010, B-16-0011, & B-16-0012	2019	Const	WisDOT	Road
3	113-14-011	N 28th St: Hill Ave. to E. 3rd St - Resurfacing	2020	PE	City of Superior	Road
4	113-14-012	Belknap St (Side Streets): Hill Ave. to Banks Ave.	2019	Const	City of Superior	Road
6	113-14-015	Garfield Av e: Road closure BNSF crossing 1021635 - safety	2019	Const	WisDOT	Rail
7	113-15-001	IH 535: St. Louis River Bridge B-16-001 thru B-16-005 - Bridge management study	2019	PE	WisDOT	Road
8	113-16-002	USH 2/53: 31st Ave. to 2nd Ave. E. - Resurface, 1st overlay	2020	Const	WisDOT	Road
9	113-16-006	IH 535: St. Louis River Bridge-Const.,paint, misc. maint. B16-0005-001 to 0005	2019	Const	WisDOT	Road
10	113-16-007	CTH C: Removal of abandoned rail bridge and culvert installation	2019	Const	Douglas County	Road
11	113-16-010	IH 535: St. Louis River Bridge - Maint. & gusset repair	2019	Const	WisDOT	Road
12	113-16-013	USH 2/USH 53: 31st Ave E. to 2nd Ave E.- Design	2019	PE	WisDOT	Road
13	113-16-014	Intersection of E. 2nd St./USH 2 to IH535: Operation & safety analysis	2019	PE	WisDOT	Road
14	113-16-015	Belknap St: Banks Ave to E. 2nd St.-Design/signal timing	2019	PE	WisDOT	Road
15	113-17-001	STH 105: Oliver-Superior (Pokegma River Bridge) - Right of way	2019	ROW	WisDOT	Road
16	113-17-002	STH 105: Oliver-Superior (Pokegma River Bridge) - Replace structure w/ single span pre-stressed girder	2019	Const	WisDOT	Road
17	113-17-004	USH 2 (USH 53 Interchange): 53rd Ave. E. to USH2/52 Intechange - Interchange mainline/ramp joint repair	2019	PE	WisDOT	Road
18	113-17-007	N. 28th St: Hill Ave to E. 3rd St. - Resurface	2020	Const	City of Superior	Road
19	113-17-008	USH 53/2, USH 2/STH13, USH53/STH 35; Crack sealing at bridge sites	2020	Const	WisDOT	Road
20	113-17-012	STH 35/Tower Ave.: Rail Crossing 082857 South of STH 105: Gate installation	2019	Const	WisDOT	Rail
21	113-17-015	STH 35/Tower Ave.:64th St. to 69th St. - Design	2021	PE	WisDOT	Road
22	113-17-016	STH 35/Tower Ave.:64th St. to 69th St. - Resurface	2021	Const	WisDOT	Road
23	113-17-017	USH 2/53: 53rd Ave. E to 31st Ave. E - Design	2020	PE	WisDOT	Road
24	113-17-018	USH 2/53: 53rd Ave. E to 31st Ave. E - Construction	2021	Const	WisDOT	Road
25	113-17-019	IH535 Superior-Duluth: St Louis River Bridge - Condition investigation	2019	PE	WisDOT	Road
26	113-18-001	IH 53: Blatnik Bridge: Design is 100% WI	2019	PE	WisDOT	Road
27	113-18-004	58th St.: WCL Crossing 697407S - Install flashing lights and gates	2021	Const	WCL	Rail
28	113-18-005	N 28th St.: UP Crossing 186144U - Install signals and gates	2020	Const	City of Superior	Rail
29	113-18-006	N 28th St.: UP Crossing 186144U - Rail crossing roadway surface	2020	Const	WisDOT	Rail
30	113-18-007	5th St. E: Crossing BNSF 075947U - Install signals & gates	2020	Const	BNSF	Rail
31	113-18-008	CTH C: BNSF Crossing 067760D - Install signals & gates	2020	Const	OCR	Rail
32	113-18-009	CTH C: BNSF Crossing 086403C - Install signals & gates	2020	Const	OCR	Rail
33	113-18-013	STH 35/STH105: Intersection signal install (Tower Ave./Central Ave.)	2019	Design	WisDOT	Road
34	113-18-014	STH 35/STH105: Intersection signal install (Tower Ave./Central Ave.)	2020	Const	WisDOT	Road
35	113-18-015	STH 35/STH105: Intersection signal install (Tower Ave./Central Ave.)	2019	Const	WisDOT	Road
36	113-18-016	CTH Z - T.Parkland: Rail Safety - Flashing beacon install at CN rail bridge P160070	2019	PE	HSIP	Rail
37	113-18-017	CTH Z - T.Parkland: Rail Safety - Flashing beacon install at CN rail bridge P160070	2019	Const	HSIP	Rail
38	113-18-018	STH 35: Milchky Rd. to CTH B-Roadway Repairs due to flooding	2019	Const	WisDOT	Road
39	113-18-019	STH35: Black River Bridge B-16-0085 - Roadway repairs due to flooding	2019	Const	WisDOT	Road
40	113-18-020	Woodlawn Rd.:CTH A to N 58th St, E - Roadway repairs due to flooding	2019	Const	WisDOT	Road
41	113-18-021	3rd St E:55th Ave. to 54th Ave. - Roadway repairs due to flooding	2019	Const	WisDOT	Road
42	113-18-022	CTH B: Dedham Rd. to STH 35 - Roadway repairs due to flooding	2019	Const	WisDOT	Road
43	113-18-023	CTH B: Town Line Rd. to Dedham Rd. - Roadway repairs due to flooding	2019	Const	WisDOT	Road
44	113-18-024	CTH E: Sam Anderson Rd. to E Jct. CTH C - Roadway repairs due to flooding	2019	Const	WisDOT	Road
45	113-18-025	CTH E: W Jct. CTH C to USH 2 - Roadway repairs due to flooding	2019	Const	WisDOT	Road
46	113-18-026	CTH B; STH 35 to CTH K - Roadway repairs due to flooding	2019	Const	WisDOT	Road
47	113-18-027	CTH C: STH 35 to CTH A intersection - Roadway repairs due to flooding	2019	Const	WisDOT	Road
48	113-19-001	STH 13: Superior to Port Wing - Design for resurfacing project	2019	PE	WisDOT	Road
49	113-19-002	STH 13: CTH F to Engdahl Rd. - Design (Only a portion of project in MPO)	2020	PE	WisDOT	Road
50	113-19-003	STH 13: CTH F to Engdahl Rd. - Construction (Only a portion of project in MPO)	2021	Const	WisDOT	Road
51	113-19-004	STH 13: Superior to Port Wing - Four (4) bridge rehab projects (B-16-014. 015, 06 & 023) Design	2019	PE	WisDOT	Road
52	113-19-005	STH 13: Superior to Port Wing - Four (4) bridge rehab projects (B-16-014. 015, 06 & 023) Construction	2022	Const	WisDOT	Road
53	113-19-006	STH 105: Pokegama River Bridge (B-16-0003) - Replace Structure	2019	PE	WisDOT	Road
TIP Project ID	Project Description	Project Year	Type of Cost	Primary Jurisdiction Sponsor	Project Type	
113-16-008	OCR Rail - Highway Crossing Safety Level of Efforts Projects	2019	Const	OCR	Rail	
113-16-009	WisDOT Rail - Highway Crossing Safety Level of Efforts Projects	2019	Const	WisDOT	Rail	
113-17-009	OCR Rail - Highway Crossing Safety Level of Efforts Projects	2020	Const	OCR	Rail	
113-17-010	WisDOT Rail - Highway Crossing Safety Level of Efforts Projects	2020	Const	WisDOT	Rail	
113-17-011	Superior Active Transportation Plan	2019	TAP Funding	City of Superior	Planning	
113-18-002	OCR Rail - Highway Crossing Safety Level of Efforts Projects	2021	Const	OCR	Rail	
113-18-003	WisDOT Rail - Highway Crossing Safety Level of Efforts Projects	2021	Const	WisDOT	Rail	
113-19-007	OCR Rail - Highway Crossing Safety Level of Efforts Projects	2022	Const	OCR	Rail	
113-19-008	WisDOT Rail - Highway Crossing Safety Level of Efforts Projects	2021	Const	WisDOT	Rail	

Chapter 5: Financial Capability & Implementation Status

Fiscal capability and constraint continues to play an important role in the development of the TIP and within *FAST* Act. The solicitation of transportation projects and their inclusion in the TIP has been based on availability of funds awarded or approved for development. As such, the fiscal capacity to fund the identified projects is targeted to specific funding sources whose funding commitment has already been secured. To formally identify these fund sources, the following analysis represents the fiscal capacity.

Historically, federal funding has consistently been available for transportation improvements within the Superior Urbanized Area and these funds have been matched with local or state funds to meet required federal match thresholds. The figure below illustrates federal funding commitments made to the urbanized area over identified TIP cycles.



The City of Superior is allocated STP urban funds. These federal funds are allocated on a two-year cycle and require a 20 percent local match. Even though the STP allocation guarantees funding to Superior to utilize the allocated funds, proposed projects must go through the MIC for inclusion of expenditure in the TIP and a formal funding request must be made to WisDOT. Based on past funding allocations and projected allocations from WisDOT, urban funding levels are expected to remain fairly constant during the projected TIP years and local match requirements will be available as identified in TIP projects (Table 1).

Table 1 - Superior STP Urban Funding Estimates

	7/1/17 – 6/30/19		7/1/19 – 6/30/21		7/1/22 – 6/30/24	
Fiscal Year	2018	2019	2020	2021	2022	2023
Requested		\$227,817	\$227,817	\$227,817	\$227,817	
Projected		\$227,817	\$227,817	\$227,817	\$227,817	

The Superior Urbanized area is part of WisDOT’s Northwest Region. The Northwest Region comprises 20 counties in northern Wisconsin. Improvement projects proposed within the urbanized area compete at the region and state level for funding consideration. Selected projects identified in the TIP have been approved using federal and state funding assistance. Costs represented in Chapter 4 for all projects do not include inflationary increases to costs for out-year projects.

Table 2 represents funding availability for implementation of projects during all years. As a result, a 1.7% increase per year (as determined by WisDOT) is represented below to reflect requested/projected funding availability in calendar years. Costs were not inflated in Chapter 4 to allow for comparability between the Wisconsin’s STIP and FIPS project codes.

Table 2 – WisDOT Northwest Region Highway Funding – Superior Urbanized Area

	2019	2020	2021	2022
Requested*	\$15,310.705	\$12,158.184	\$5,759.955	\$3,155.615
Projected*	\$15,310.705	\$12,158.184	\$5,759.955	\$3,155.615

* Funds represented in Thousands

Table 3, on the following page, represents the approved federally funded projects slated for development within the Superior Urbanized area. All estimated and projected funding levels listed on Table 3, except transit, include a 1.7% annual inflationary increase to out years 2020-2022. Based on developed project costs and estimated revenue forecasts, the TIP is determined to be fiscally constrained.

Table 3

**Programmed and Available Federal Funding for the 2019-2022 TIP
(\$1,000)**

Funding Sources		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2019	2020	2021	2022	Total	2019	2020	2021	2022	Total
Federal Highway Administration	STP Urban	417.6	489.177			906.777	417.6	489.177			906.777
	STP Rural										
	STP Other	10,610	5,235.55	5,476.560		21,324.11	10,610	5,235.55	5,476.560		21,324.11
	STP EN										
	SAFETY	298.5	6,431.457	283.395	210.374	7,223.726	298.5	6,431.457	283.395	210.374	7,223.726
	BR	2,172			2,945.241	5,117.241	2,172			2,945.241	5,117.241
	NHS										
	Emerg Prog	1,692.605				1,692.605	1,692.605				1,692.605
	IM										
	TAP	120				120	120				120
Total		15,310.705	12,158.184	5,759.955	3,155.615	36,384.459	15,310.705	12,158.184	5,759.955	3,155.615	36,384.459
Federal Transit Administration	Sec. 5307 Operating	628.792	659.695	692.127	726.164	2,706.778	628.792	659.695	692.127	726.164	2,706.778
	Sec. 5307 Capital	60		60		120	60		60		120
	5310										
	Total		688.792	659.695	752.127	726.164	2,826.778	688.792	659.695	752.127	726.164

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Chapter 6: Project Status Updates 2018-2021

The following is a status update on projects listed in the 2018-2021 TIP. Information for this section is up-to-date as of August 2018. Some projects have realized budget changes. These changes have not been reflected in the Estimated Costs columns, but are noted in the Project Status column. For more detailed project status information, contact the sponsoring agency. The *Annual List of Obligated Projects* can be found at www.dsmic.org.

PROJECT STATUS UPDATES 2018-2021

2018 Roadway Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-12-013	USH2/Belknap Street Banks Avenue to Hill Avenue Design and Resurfacing 8680-00-71	PE ROW CONST	10,610	4,366	10,384	25,360	Project carried over to 2019
		TOTAL	10,610	4,366	10,384	25,360	
WisDOT 113-12-016	Bridge rehabilitation to Structures B-16-0010, -0011, -0012 on USH 53, located north of junction with USH 2. BR 1198-03-72 (CONS 2016)	PE ROW CONST		1,679		1,679	Project carried over to 2019
		TOTAL		1,679		1,679	
WisDOT 113-12-018	STH 13 Miller Creek BR Rehab B-16-0053 8510-03-71	PE ROW CONST		566		566	Project completed in 2018
		TOTAL		566		566	
City of Superior 113-14-011	N 28 th Street – Hill Avenue to E. 3 rd Street Roadway Resurfacing 8998-00-23 (const) STP-Urban	PE ROW CONST	80		20	100	Project now scheduled for 2020
		TOTAL	80		20	100	
City of Superior 113-14-012	Side Streets – Belknap Street from Hill Avenue to Banks Avenue 8998-00-24 (const) STP-Urban	PE ROW CONST	417.6		104.4	522	Project carried over to 2019
		TOTAL	417.6		104.4	522	
WisDOT 113-15-001	IH 535 Superior-Duluth St. Louis River Brdg B-16-001 thru -005 0.91 Mi BRRHB – Brdg Management Study ID 1199-00-03	PE ROW CONST		293		293	Project carried over to 2019
		TOTAL		293		293	

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-15-007	STH 53 South County Line – N. JCT CTH B, Design/Road Maintenance 8010-01-33	PE ROW CONST TOTAL		150 150		150 150	Project completed in 2018
Douglas County 113-16-007	CTH C Removal of Abandoned Rail Bride and Culvert Installation 8758-00-00 PE / 8758-00-71 CONST	PE ROW CONST TOTAL	32.8 215.2 248		8.2 53.8 62	41 269 310	Project carried over to 2019
WisDOT 113-16-010	IH 535 Superior – Duluth Bridge Maintenance & Gusset Repair MnDOT lead. State Funding 1199-00-75 CONST	PE ROW CONST TOTAL		500 500		500 500	Project carried over to 2019
WisDOT 113-16-013	E 2 nd Street / USH 53 2 nd Ave E to 31 st Ave E State Funding 1198-03-04 PE	PE ROW CONST TOTAL		600 600			Project carried over to 2019 and cost reduced from \$930,000 to \$600,000
WisDOT 113-16-014	Intersection of E 2 nd Street / USH 2 to IH535, Operation & Safety Plan 1198-03-06	PE ROW CONST TOTAL		375 375		375 375	Project carried over to 2019
WisDOT 113-16-015	Belknap Street Banks Avenue to E 2 nd Street Design/Signal Timing 8680-00-03	PE ROW CONST TOTAL		25 25		25 25	Project carried over to 2019
WisDOT 113-17-001	STH 105 Oliver – Superior (Pokegama River Bridge) Bridge Replacement ROW 8760-00-20	PE ROW CONST TOTAL		8 8		8 8	Project carried over to 2019 and cost increased from \$7,000 to \$8,000
WisDOT 113-17-004	USH 2 (USH 53 Interchange) 53 rd Ave E – USH 2/53 Interchange Mainline/Ramp Joint Repair 1180-00-31	PE ROW CONST TOTAL		225 225		225 225	Project carried over to 2019
WisDOT 113-17-005	STH 13 Engdahl Rd – USH 2/53 Interchange Mill & Overlay, etc. 8510-01-711	PE ROW CONST TOTAL	2,858 2,858	782 782		3,640 3,640	Project completed

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-17-015	STH 35/Tower Avenue 69 th Street to 64 th Street 8010-00-00(PE)	PE ROW CONST TOTAL		25 25		25 25	Project moved to 2021 and funding increased from \$25,000 to \$60,000
WisDOT 113-17-017	USH 2/USH 53 31 st Avenue E to 53 rd Avenue E 1198-03-08 (design)	PE ROW CONST TOTAL	280 280	70 70		350 350	Project moved from 2018 to 2020
WisDOT 113-17-019	IH 535 Superior – Duluth B 16-0005-0001 Bridge Condition Investigation 1199-00-06 (PE)	PE ROW CONST TOTAL		1,000 1,000			Project carried over to 2019
WisDOT 113-18-001	IH 535 – Blatnik Bridge Design is 100% WI Oversight MnDOT is lead agency 1199-00-04	PE ROW CONST TOTAL		40 40		40 40	Project carried over to 2019
WisDOT 113-18-013	STH 35 & STH 105 (Tower and Central) Design is 100% WI Intersection Signal Install 3700-50-55	PE ROW CONST TOTAL	63 63			63 63	Project carried over to 2019
WisDOT 113-18-016	CTH Z & CN Rail Bridge Bridge #P160070 Road Over Height Flashing Beacon Install 8744-00-02	PE ROW CONST TOTAL	18 18		2 2	20 20	Project carried over to 2019 and funding increased from \$20,000 to \$40,000
WisDOT 113-18-018	STH 35 – Milchesky Rd to S. Jct CTH B Roadway repairs due to flooding 8010-00-72	PE ROW CONST TOTAL	115 115			115 115	Project carried over to 2019
WisDOT 113-18-019	STH 35 – Black River Bridge B-16-0085 Roadway repairs due to flooding 8010-02-78	PE ROW CONST TOTAL	599.3 599.3			599.3 599.3	Project carried over to 2019
WisDOT 113-18-020	Woodlawn Road CTH A to N 58 th St E Roadway repairs due to flooding 8998-00-31	PE ROW CONST TOTAL	517.5 517.5			517.5 517.5	Project carried over to 2019

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-18-021	3 rd Street E 55 th Ave to 54 th Ave Roadway Repairs due to flooding 8998-00-32	PE ROW CONST TOTAL	345 345			345 345	Project carried over to 2019
WisDOT 113-18-022	CTH B Dedham Rd to STH 35 Roadway Repairs due to flooding 8747-00-60	PE ROW CONST TOTAL	17.25 17.25			17.25 17.25	Project carried over to 2019
WisDOT 113-18-023	CTH B Town Line Rd to Dedham Rd Roadway Repairs due to flooding 8747-00-61	PE ROW CONST TOTAL	28.75 28.75			28.75 28.75	Project carried over to 2019
WisDOT 113-18-024	CTH E Sam Anderson Rd to E Jct CTH C Roadway Repairs due to flooding 8747-00-60	PE ROW CONST TOTAL	29.9 29.9			29.9 29.9	Project carried over to 2019
WisDOT 113-18-025	CTH E W Jct CTH C to USH 2 Roadway Repairs due to flooding 8763-00-62	PE ROW CONST TOTAL	8.05 8.05			8.05 8.05	Project carried over to 2019
WisDOT 113-18-026	CTH B STH 35 to CTH K Roadway Repairs due to flooding 8747-01-06	PE ROW CONST TOTAL	25.875 25.875			25.875 25.875	Project carried over to 2019
WisDOT 113-18-027	CTH C STH 35 to CTH A Intersection Roadway Repairs due to flooding 8745-00-60	PE ROW CONST TOTAL	5.98 5.98			5.98 5.98	Project carried over to 2019

2019 Roadway Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-16-006	IH 535 Superior – Duluth St. Louis River Bridge B16-0005-001 to 0005 1199-00-74	PE ROW CONST		5,900		5,900	On schedule for completion in 2019
		TOTAL		5,900		5,900	
WisDOT 113-17-002	STH 105 Oliver – Superior Pokegama River Bridge Replace Structure w single span 8760-00-70	PE ROW CONST	1,604	400	291	2,295	On schedule for completion in 2019
		TOTAL	1,604	400	291	2,295	
WisDOT 113-17-003	STH 35 S. County Line – N JCT CTH B, culvert pipe replacement, etc 8010-01-63	PE ROW CONST		1,691		1,691	Advanced from 2019 and completed in 2018
		TOTAL		1,691		1,691	
WisDOT 113-18-014	STH 35 & STH 105 (Tower and Central) Design is 100% WI Intersection Signal Install 3700-50-55	PE ROW CONST		45	5	50	Project moved from 2019 to 2020 and price increased from \$45,000 to \$50,000
		TOTAL		45	5	50	
WisDOT 113-18-015	STH 35 & STH 105 (Tower and Central) Design is 100% WI Intersection Signal Install 3700-50-54	PE ROW CONST	667.8		74.2	742	Project on schedule for 2019
		TOTAL	667.8		74.2	742	
WisDOT 113-18-017	CTH Z & CN Rail Bridge Bridge #P160070 Road Over Height Flashing Beacon Install	PE ROW CONST	46		5	51	Project on schedule for 2019
		TOTAL	46		5	51	

2020 Roadway Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-16-002	USH 2 2 nd Ave E. – 31 st Ave E. 1198-03-74 (Const)	PE ROW CONST	4,870	1,220		6,090	On schedule for completion in 2020.
		TOTAL	4,870	1,220		6,090	
City of Superior 113-17-007	N 28 th Street Hill Ave – E 3 rd Street Resurface, STP Urban 8998-00-23	PE ROW CONST	401		101	502	On schedule for completion in 2020
		TOTAL	401		101	502	
WisDOT 113-17-008	USH 53/USH 2, USH 2/USH 13, USH 53/STH 35 Crack Seal at Bridge sites 1190-11-84	PE ROW CONST		150		150	On schedule for completion in 2020
		TOTAL		150		150	

2021 Roadway Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-17-016	STH 35/Tower Avenue 69 th Street to 64 th Street Mill & Overlay 8010-00-70	PE ROW CONST	513	130		643	Project on schedule for 2021
		TOTAL	513	130		643	
WisDOT 113-17-018	USH 2/USH 53 31 st Avenue E to 53 rd Avenue E 1198-03-78 (const)	PE ROW CONST	4,782	1,195		5,977	Project on schedule for 2021
		TOTAL	4,782	1,195		5,977	

2018 Rail Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-14-015	Rail Crossing Road Closure – Garfield Avenue in the City of Superior. BNSF Crossing #102163S 8988-00-54 (const) Safety	PE ROW CONST	7.5			7.5	Project carried over to 2019
		TOTAL	7.5			7.5	
OCR 113-15-003	OCR Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE ROW CONST	100			100	No project identified and dropped from project listing
		TOTAL	100			100	
WisDOT 113-15-004	WisDOT Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE ROW CONST	100			100	No project identified and dropped from project listing
		TOTAL	100			100	

2019 Rail Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
OCR 113-16-008	OCR Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE ROW CONST	100			100	On schedule for completion in 2019 if a project is identified
		TOTAL	100			100	
WisDOT 113-16-009	OCR Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE ROW CONST	100			100	On schedule for completion in 2019 if a project is identified
		TOTAL	100			100	
WisDOT 113-17-012	NSSF Rail Crossing 082857 Tower Ave south of STH 105 – Gates installation 8010-07-50	PE ROW CONST	25		25	50	Project on schedule for 2019
		TOTAL	25		25	50	

2020 Rail Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
OCR 113-17-009	OCR Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE ROW CONST TOTAL	100 100			100 100	On schedule for completion in 2020 if a project is identified
WisDOT 113-17-010	OCR Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE ROW CONST TOTAL	100 100			100 100	On schedule for completion in 2020 if a project is identified
WisDOT 113-18-005	N 28 th St – Union Pacific Crossing #186144U Install Signals and Gates 8998-00-55	PE ROW CONST TOTAL	240 240		60 60	300 300	On schedule for completion in 2020
WisDOT 113-18-006	N 28 th St – Union Pacific Crossing #186144U – Rail Crossing Road Surface 8998-00-56	PE ROW CONST TOTAL	56 56		14 14	70 70	On schedule for completion in 2020
OCR 113-18-007	5th St E – BNSF RR Crossing #075947U – Install Signals and Gates 1009-89-00 Local paid by BNSF	PE ROW CONST TOTAL	65.65 65.65	35.35 35.35	101 101	202 202	On schedule for completion in 2020
OCR 113-18-008	CTH C – BNSF RR Crossing #067760D – Install Signals and Gates 1009-89-01 Local paid by BNSF	PE ROW CONST TOTAL	65.65 65.65	35.35 35.35	101 101	202 202	On schedule for completion in 2020
OCR 113-18-009	CTH C – BNSF RR Crossing #086403C – Install Signals and Gates 1009-89-02 Local paid by BNSF	PE ROW CONST TOTAL	65.65 65.65	35.35 35.35	101 101	202 202	On schedule for completion in 2020

2021 Rail Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
OCR 113-18-002	OCR Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE ROW CONST	100			100	On schedule for completion in 2021 if a project is identified
		TOTAL	100			100	
WisDOT 113-18-003	OCR Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE ROW CONST	100			100	On schedule for completion in 2021 if a project is identified
		TOTAL	100			100	
WisDOT 113-18-004	58 th St & WCL Crossing. Install Flashing Lights and Gates. Crossing 697407S 1009-89-03 Safety – WCL local share	PE ROW CONST	74	40	114	228	On schedule for completion in 2021 if a project is identified
		TOTAL	74	40	114	228	

2018-2021 Transportation Alternatives Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
City of Superior 113-17-011	Superior Active Transportation Plan TAP funding 8998-00-03	PE ROW CONST	120		30	150	Project started in 2018 and carried over to 2019
		TOTAL	120		30	150	

2018-2021 TRANSIT PROJECTS

DTA Projects

No Change in Projected Funding Years

Year	Project/Description	Federal Cost	State Cost	Local Cost	Fare Box Revenue	Total Cost
2018	DTA Sec. 5307 Operating Assistance – Regular Route	\$573,318	\$389,679	\$545,312	\$152,031	\$1,660,339
2018	DTA Sec. 5307 Operating Assistance – STRIDE	\$26,027	\$31,142	\$55,355	\$12,070	\$124,594

2019	DTA Sec. 5307 Operating Assistance - Regular Route	\$601,984	\$404,348	\$574,412	\$154,311	\$1,735,055
2019	DTA Sec. 5307 Operating Assistance - STRIDE	\$26,808	\$31,790	\$56,990	\$12,251	\$127,839
2019	DTA Sec. 5307 Capital Assistance	\$60,000		\$15,000		\$75,000
2020	DTA Sec. 5307 Operating Assistance - Regular Route	\$632,083	\$419,534	\$604,889	\$156,626	\$1,813,132
2020	DTA Sec. 5307 Operating Assistance - STRIDE	\$27,612	\$32,451	\$58,671	\$12,434	\$131,434
2021	DTA Sec. 5307 Operating Assistance - Regular Route	\$663,687	\$434,787	\$635,707	\$158,941	\$1,893,123
2021	DTA Sec. 5307 Operating Assistance - STRIDE	\$28,440	\$33,115	\$60,405	\$12,618	\$134,578
2021	DTA Sec. 5307 Capital Assistance	\$60,000		\$15,000		\$75,000

Transit Projects (5317)

Jurisdiction and Project Number	Project Description	Estimated Costs & Funding Sources				Calendar Year Fund	Project Status
		Federal	State	Local	Total		
North Country Independent Living 113-18-010	Funding of a Voucher Program for individuals with disabilities experiencing transportation barriers in 8 NW counties	137,411		137,411	274,822	2018	Program cycle CY 2018 - project on schedule for completion in 2018.
North Country Independent Living 113-18-011	Funding a mobility manager within NCIL	25,611		6,500	32,111	2018	Program cycle CY 2018 - project on schedule for completion in 2018.
Challenge Center of Superior 113-18-012	Funding a Minibus Replacement Vehicle	44,000		11,000	55,000	2018	Program cycle CY 2018 - project on schedule for purchase in 2018.

Transit Projects (5311)

Jurisdiction and Project Number	Project Description	Estimated Costs & Funding Sources in Thousands				Calendar Year Fund	Project Status
		Federal	State	Local	Total		
Indian Trails - Intercity Bus Service	Service connecting Superior and Duluth to stops along USH 2 at various locations with connection to routes/stops located throughout Michigan. (5311)						Project funding from WisDOT continues.

Chapter 7: Community Impact Assessment

Environmental justice is embodied in Title VI of the 1964 Civil Rights Act and 1994 Executive Order 12898 “Federal Actions to Address Environmental Justice in Minority and Low-Income Populations”. Environmental Justice symbolizes a public policy goal of ensuring that negative affects resulting from government activities do not fall disproportionately on low-income or minority populations. Within the realm of transportation planning, the concept refers to an understanding of the likely economic, social, and environmental impacts of proposed changes to the transportation system. While it is difficult to make significant improvements to transportation systems without causing negative effects of one form or another, the concern of environmental justice is whether proposed projects might disproportionately affect the health or environment of minority or low-income populations. It has become apparent that the impacts on these groups have often been overlooked as potential criteria for project evaluation.

The impacts of transportation projects on specific populations may take many forms, including air or noise pollution, access to opportunities, changes in property values, safety, and aesthetics. When evaluating potential transportation projects under environmental justice, the distributional equity—the incidence of benefits and costs across income levels—resulting from the change in the system would be considered in combination with its economic efficiency. In addition, there would be direct interaction between the targeted populations and the project leaders, thereby fostering an accurate understanding of the likely impacts of the project and of how to evade or mitigate any adverse effects. An analysis of the geographic distribution of low-income and minority populations in the MIC Area helps to highlight the transportation projects that have the greatest need to consider possible impacts under the concept of environmental justice. A TIP projects map is overlaid upon areas identified as exceeding national minority and low income thresholds.

When applying environmental justice considerations, it is necessary to recognize the differences between projects in their scope and in their proximity to the target populations. In addition to concern over projects that are planned near concentrations of the target populations, environmental justice also strives to identify areas with any perceived lack of projects aimed at improving conditions near them. With that understood the following transportation projects abut or are within a portion of an area with concentrations of low-income or minority populations; however none of the projects listed below are projected to have an adverse impact since the projects are rehabilitation projects of existing infrastructure or are making safety related improvements to transportation modes.

Low Income Area TIP Project Listing (see map for general location)

#1 113-12-013 USH 2/Belknap Street – Banks to Hill Ave (CY 2019)

#4 113-14-012 Belknap Side Streets (CY 2019)

#6 113-14-015 Garfield Avenue Rail Crossing Road Closure (CY 2019)

#7 113-15-001 IH 535 Bridge Management Study (CY 2019)

#9 113-16-006 IH535 Superior – Duluth (CY 2019)

#11 113-16-010 IH535 St. Louis River Bridge – (CY 2019)

#14 113-16-015 Belknap Street Banks Ave to E. 2nd Street (CY 2019)

#26 113-18-001 IH535 Blatnik Bridge (CY 2019)

#25 113-17-019 IH535 Blatnik Bridge (CY 2019)

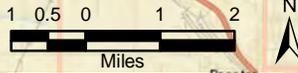
Minority Area TIP Project Listing (see map for general location)

#21 and #22 113-17-015 & 016 STH 35/Tower Ave: 64th St to 69th St (CY 2021/2022)

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Transportation Improvement Program Wisconsin MIC Area Minority and Low-Income Concentrations



**2019-2022
Transportation
Improvement
Projects**

Project Year

- 2019
- 2020
- 2021
- 2022

Demographics

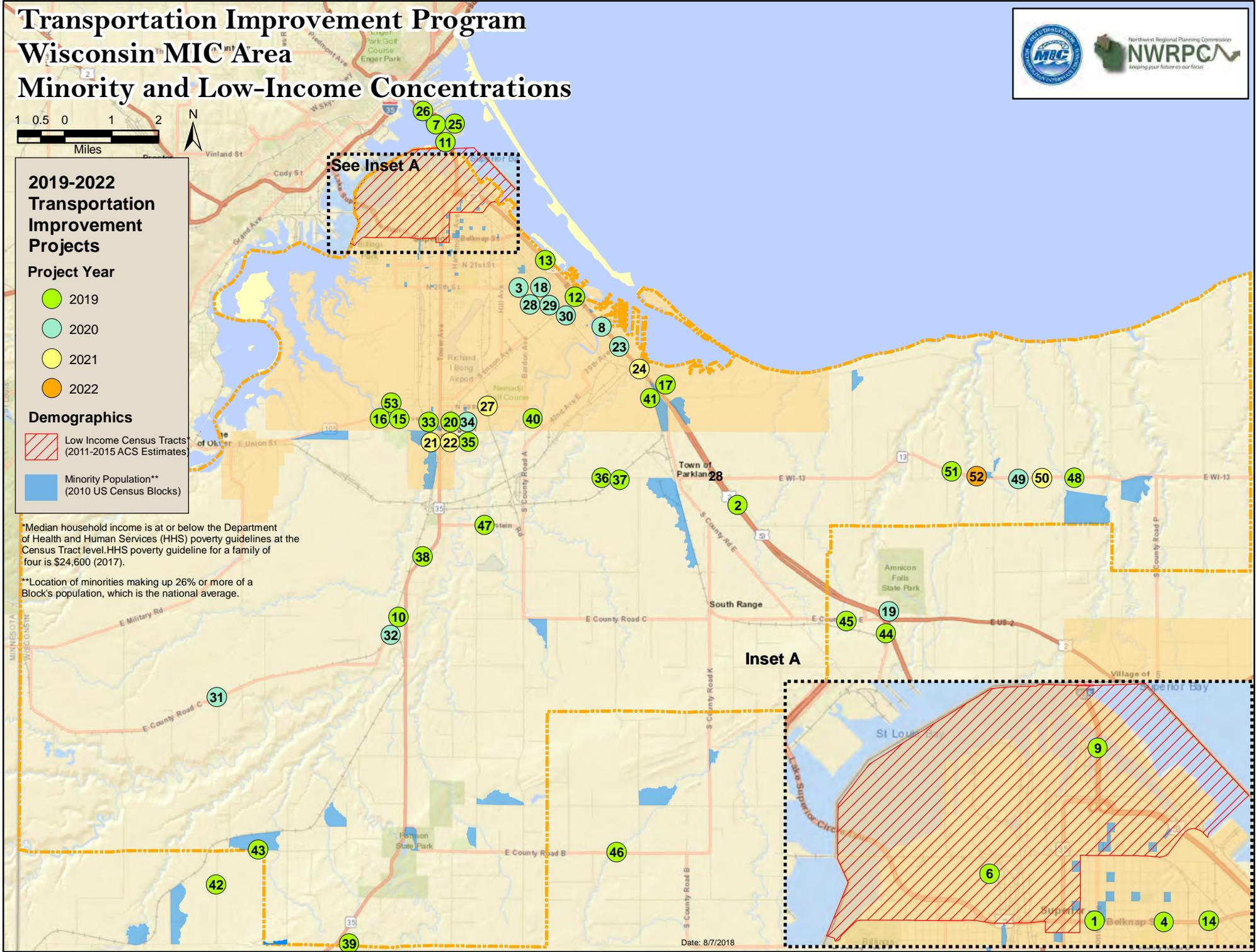
- Low Income Census Tracts* (2011-2015 ACS Estimates)
- Minority Population** (2010 US Census Blocks)

*Median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines at the Census Tract level. HHS poverty guideline for a family of four is \$24,600 (2017).

**Location of minorities making up 26% or more of a Block's population, which is the national average.

See Inset A

Inset A



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Chapter 8: Public Involvement

The Duluth-Superior Metropolitan Interstate Council encourages and engages the participation of a broad range of interest groups, organizations, governments, and citizens to build consensus for addressing the area's transportation issues. Public involvement in the transportation planning process must be early, continuing, and proactive.

The MIC, committed to being a responsive and participatory agency for regional decision-making, encourages and seeks public comment and participation in the development of the TIP and all other planning projects. The *Public Involvement Plan (PIP)* reaffirms the MIC's commitment to an aggressive, effective public participation process. While some activities outlined in the PIP are more proactive than others, the main objective is to get citizens and those with special interests involved.

2019-2022 MIC TIP Public Participation

- Calendar year 2022 project requests and other 2019-2021 project activities not listed with the current TIP were forwarded to representative agencies in June 2018 soliciting candidate multi-modal transportation projects.
- The draft TIP will be reviewed and acted upon by the MIC on August 15, 2018 officially releasing the draft document for public comment. At the August MIC meeting the proposed draft 2019-2022 TIP will be reviewed and opportunity for public comment made available to all participants present.
- The 2019-2022 Superior Urbanized TIP will be posted to the MIC and NWRPC websites prior to publication of the legal notice officially opening the 30-day public comment period.
- Legal notice on the 30-day public comment period will be published on or about September 1, 2018 in *The Superior Telegram*. A copy of the public notice and affidavit will be included in the appendix.
- Letters will be distributed to various state and federal agencies, Tribal Nations, and other local organizations as part of the MIC's consultation and outreach efforts in seeking input regarding the draft TIP. Copies of the letters will be included in the appendix.
- A public information meeting will be held on or about the week of September 17, 2018 at the Government Center. MIC staff was available at the public information session to review the draft TIP and project location maps proposed within the TIP.
- Public comments and staff communication to questions related to the draft TIP were kept and summarized and included in the appendix.
- The Transportation Advisory Committee (TAC) will consider a recommendation for approval of the 2019-2022 TIP on October 16, 2018. Opportunity for public comment will be made available to all participants present at the TAC meeting. A

summary of public comments that may be made at the October 16, 2018 meeting will be included in the appendix.

- The MIC will consider action to approve the 2019-2022 TIP on October 17, 2018. Opportunity for public comment will be made available to all participants present at the MIC meeting. A summary of public comments that may be made at the October 17, 2018 meeting will be included in the appendix.