

# DRAFT

## Duluth Area Transportation Improvement Program FY 2020-2023

Prepared by the

**Duluth-Superior**



**Metropolitan Interstate Council**

*Duluth and 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*



**To view the TIP web page**

**please visit** <https://dsmic.org/planning/transportation-improvement-program/duluth2022-1/>

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### *Disclaimer*

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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.

Decisions about transportation investments require collaboration and cooperation between different levels of government and neighboring jurisdictions. As a document, the Transportation Improvement Program (TIP) reports how the various jurisdictions within the Duluth metropolitan planning area have prioritized their use of limited federal highway and transit funding.

The TIP process serves to implement projects identified in the Duluth-Superior long range transportation plan (LRTP). The Duluth Area TIP document programs project funding for the Minnesota side of the bi-state metropolitan area. Projects planned for the Wisconsin side are programmed in a corresponding Superior Area TIP.

Development of both the LRTP and the Duluth and Superior TIPs are facilitated by the Metropolitan Interstate Council (MIC), the federally designated metropolitan planning organization (MPO) of the Duluth-Superior metro area.

### Duluth-Superior Metropolitan Interstate Council

The MIC was formed in 1975 to coordinate transportation planning for the Duluth, Minnesota-Superior, Wisconsin metropolitan area. It was founded as a joint venture of the Arrowhead Regional Development Commission (ARDC) and the Northwest Regional Planning Commission (NWRPC), which are multi-county planning and development organizations for NE Minnesota and NW Wisconsin, respectively.

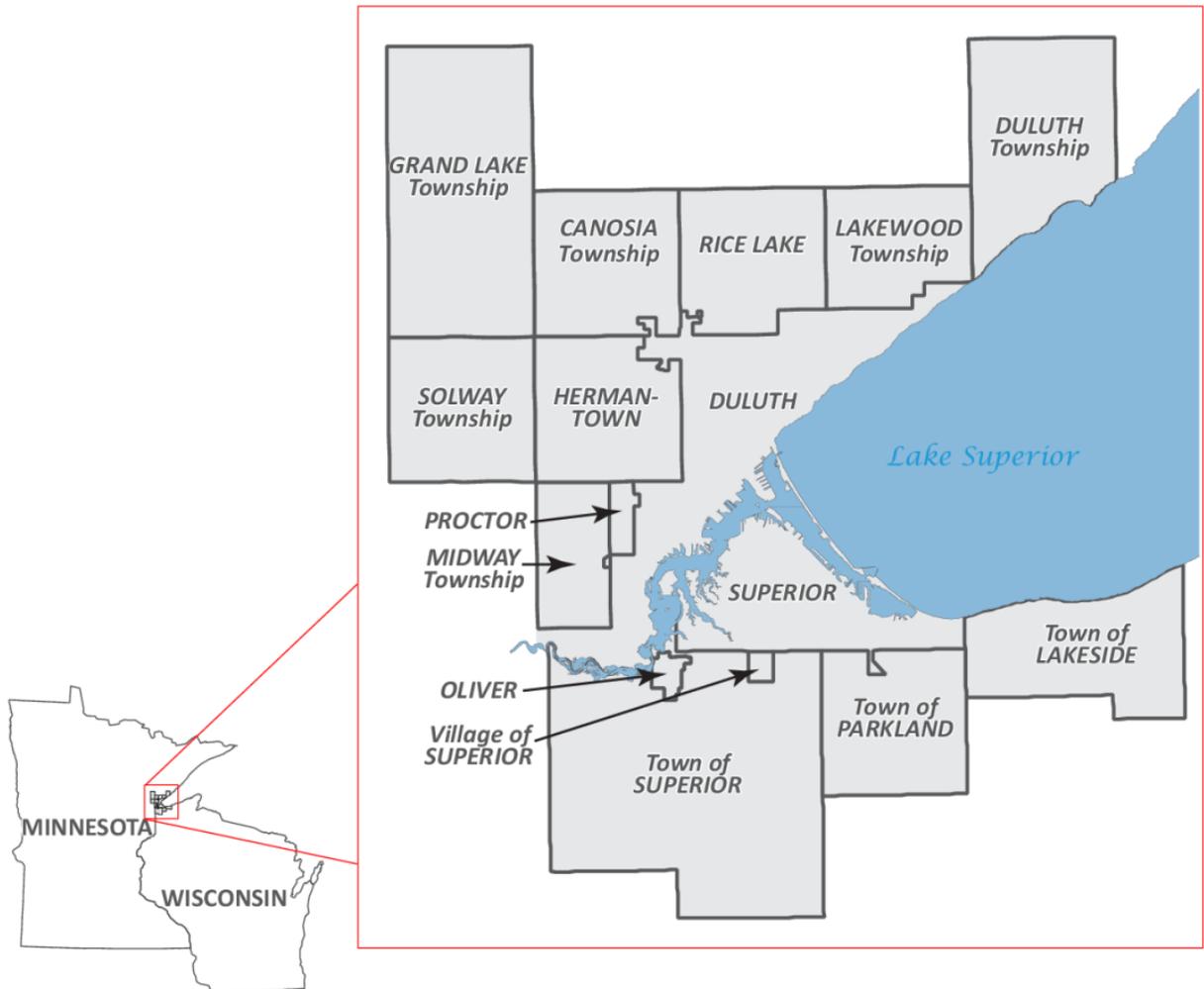
As the federally-designated Metropolitan Planning Organization (MPO), the MIC provides a 3C (comprehensive, coordinated and cooperative) planning process for all modes of transportation throughout Duluth-Superior. It consists of eighteen delegates representing the metro community. Delegates include the representatives of various transportation authorities, local and elected officials, and concerned citizens who are selected by their local units of government. The geographical boundary of the MIC area can be seen in Map 1 on the following page.

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.
- Undertaking an effective public participation process, which ensures meaningful public input, is part of the decision-making process behind plans and programs.

- Providing leadership both in setting transportation policy and in metropolitan system planning.
- Lending technical support in planning and operations to local governments.
- 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.

**Map 1: Duluth-Superior Metropolitan Planning Area**



The current federal transportation bill, *Fixing America's Surface Transportation Act* (FAST Act), includes ten planning factors that must be considered in the transportation planning process [23 CFR 450.306(b)]. The process used to select projects to be programmed through the Duluth 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, 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

## Transportation Improvement Program

The TIP is a federally mandated, annually prepared document that contains highway, transit, and other transportation projects that are being recommended for federal funding during the next four years in the metropolitan area. The projects included in each year's TIP ultimately come from the area's long range transportation plan (LRTP), and are aimed at meeting the long-range needs of the transportation system. Implementing agencies, however, propose projects to the MIC on an annual basis to be coordinated into a comprehensive listing of the area's federally funded transportation improvements planned for the short range (next 4 years). These listings include information regarding cost, specific funding sources, project timing, etc. Once in the TIP, projects represent a commitment to fund those projects on the part of the implementing agency.

TIPs are developed for each metropolitan area by the MPO, in cooperation with the state (MnDOT) and the area transit authority (DTA). They must comply with regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), but can be revised or amended at any time during the program year by action of the MPO.

The TIP projects programmed for Duluth-Superior metropolitan area must match those included in the Minnesota and Wisconsin statewide transportation improvement programs (STIPs). The timelines and processes of the two states are different enough to warrant separate TIPs - the Wisconsin process comes later in the year. Therefore, the Minnesota and Wisconsin TIPs are compiled separately. The Duluth Area TIP includes projects from the Minnesota side of the Duluth-Superior urban planning area, and the Superior TIP includes projects from the Wisconsin side.

Although the TIPs are prepared separately, participants consider the entire MIC area when project prioritization takes place. The MIC and its Transportation Advisory Committee (TAC), which include representatives from Minnesota and Wisconsin, are involved in the development of each TIP, and the MIC Policy Board reviews for approval the TIPs from both states.

### The TIP and its Connection to the Long Range Transportation Plan

As stated above, the projects in the 2020-2023 TIP originate from the Duluth-Superior long range transportation plan (LRTP). The LRTP contains a list of short-, mid-, and long-range transportation projects that are planned for the metropolitan area over the next twenty-five years.

The regional transportation goals and objectives identified in the LRTP set the broad policy framework for planning transportation improvements in the Twin Ports, and the projects entering the TIP are intended to come from the LRTP or support the long-range goals and objectives established in that framework. The Duluth-Superior LRTP identifies how each project or program in the TIP will support a healthy, strong, regional economy; maximize access to opportunity for all residents; support a quality-built environment; protect and enhance the natural environment; and promote the safety and well-being of the traveling public.

### Federal Funding Sources

Projects included in the 2020-2023 Duluth Area TIP will be funded by one of the following funding categories. Funding sources are identified in the project tables (pages 9 - 12) by the acronym in parentheses after each funding name listed below.

Legislation allows MnDOT to reserve the ability to determine which of these funding categories (and how much of each) will ultimately be used to fund any given project in the TIP. As such, the amounts and types of funding shown in the project tables may be subject to modification.

The latest federal transportation bill, the *FAST Act* (2015), for the most part, continues the structure of the various funding programs of the previous federal transportation bill, MAP-21. A new program that was added is the National Highway Freight Program (NHFP) – more on this program below. A notable change in a previous program from the perspective of local jurisdictions that are eligible for federal transportation funds is the conversion of the long-standing Surface Transportation program (STP) to the new Surface Transportation Block Grant (STBG) program, which emphasizes flexibility in the types of projects and activities that those funds can be applied to. Another change is that the Transportation Alternatives Program (TAP) is now called Transportation Alternatives (TA).

#### **National Highway Performance Program (NHPP):**

The National Highway Performance Program combines the former Interstate Maintenance (IM), the National Highway System (NHS), and Highway Bridge (BH) programs of SAFETEA-LU. The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments

of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

**National Highway Freight Program (NHFP):**

The purpose, among other goals, of the National Highway Freight Program (NHFP) is to improve efficient movement of freight on the National Highway Freight Network (NHFN). NHFN replaces the National Freight Network and Primary Freight Network established under the Moving Ahead for Progress in the 21st Century Act (MAP-21). Section 1116 requires the re-designation of the NHFN every five years, and repeals Section 1116 of MAP-21, which allowed for an increased Federal share for certain freight projects. NHFP funds may be obligated for projects that contribute to the efficient movement of freight on the National Highway Freight Network (NHFN) and are consistent with the planning requirements of sections 134 and 135 of title 23, United States Code.

**Surface Transportation Block Grant Program (STBGP):**

Surface Transportation Block Grant (STBGP) (formerly STP funds) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. States and localities are responsible for a 20% share of project costs funded through this program.

**Highway Safety Improvement Program (HSIP):**

The Highway Safety Improvement Program is aimed at achieving a significant reduction in traffic fatalities and serious injuries on all public roads and is related to addressing conditions identified in a state's Strategic Highway Safety Plan (SHSP). Funds may be used for a variety of safety improvements on any public road, and publicly owned bicycle and pedestrian pathways or trails are also eligible for HSIP dollars. The federal share is 90% (for certain projects it can be 100%), and up to 10% of a state's HSIP funds can be used to help fund other activities including education, enforcement and emergency medical services.

**Transportation Alternatives (TA):**

The Transportation Alternatives (TA) (formerly the Transportation Alternatives Program) is a revision of the former Transportation Enhancements program under the *Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users* (SAFETEA-LU; 2005) and now funds projects that were previously funded under the Recreational Trails and Safe Routes to School programs. Eligible projects include, but are not limited to, the creation of facilities for pedestrians and bikes, environmental mitigation or habitat protection as related to highway construction or operations, as well as infrastructure and non-infrastructure related Safe Routes to School activities. States and localities are responsible for 20% of TA funds applied to projects. States may also transfer up to 50% of TA funds to NHFP, STP, HSIP, CMAQ, and/or Metro Planning. Local Area Transportation Partnerships are selecting projects for the solicitation.

### **Federal Transit Administration (FTA):**

Transit funding authorized by the FAST Act is managed in several ways. The largest amount is distributed to the states by formula; other program funds are discretionary. FTA transit allocations may be administered by the state or be granted directly to the transit agency. Projects identified as FTA-funded in the 2020-2023 Duluth Area TIP generally represent one of several subcategories that represent different funding programs administered by the FTA to provide either capital or operating assistance to public transit providers.

### **Early Let Late Award (ELLA)**

MnDOT's ELLA process is a tool used to manage project delivery and fluctuations in funding. This process is used on MnDOT projects only and affects both the federal and state funding targets and the State Road Construction Budget in the year of funding availability. ELLA projects are let in one state fiscal year (July 1 to June 30) and awarded (i.e., funds actually encumbered) in the following fiscal year. The advantage of ELLAs are that it allows the project to be let and awarded in advance of funding availability so that work can begin as soon as the next SFY begins. (Source – MnDOT STIP)

### **DEMO**

HPP, Earmark, National Corridor Improvement Program, Projects of National & Regional Significance and all projects that have a Demo ID

### **Bridge Replacement Off-System (BROS)**

### **State Funds (SF)**

Funding identified as "SF" indicate that the project is being funded almost exclusively with state funds.

### **Bond Funds (BF)**

Funding identified as "BF" indicate that the project is being funded almost exclusively with bond funds.

### **Local Funds (LF):**

Funding identified as "LF" indicates projects that are being funded almost exclusively with local funds but are identified as regionally significant and are therefore included in the TIP.

**FY 2020-2023 TIP Projects**

The tables on pages 8 - 11 list all the transportation projects scheduled for federal and/or state funding in the Duluth Metro. It includes estimated project costs that have been adjusted to represent a 5% annual rate of inflation for roadway projects and 2.1% for transit related projects. The map on page 13 depicts the location of each project. The structure of the tables is as follows:

**State Project ID** – Links the project to the Statewide Transportation Improvement Program (STIP).

**Agency** – Local jurisdiction responsible for the project and the route number where the project is occurring.

**Route** – Official route name

**Roadway Name** – Common roadway name

**Estimated Length** – Estimated length of the project

**City/Township** – City or township that the project is within

**Project Type** – Identifies if project is primarily road, ped/bike, transit-related, etc.

**Type of Work** – Identifies if project is maintenance, reconstruction, safety improvements, etc.

**Project Description** – Scope of project, its location, length, etc.

**Original Program Year** – Year the project was originally programmed for.

**Type of Funds** – Identifies the federal funding programs intended to be the primary funding sources for the project.

**Fed \$ (Non-AC)** - Funding from the federal government, that is not an advanced construction project.

**Fed AC \$** – Federal dollars set for a project, but not paid until the following year.

**AC Payback** – Federal reimbursement of local funds spent to implement a project in advance of receiving federal funds for that project.

**State T.H. or Bond \$** – State of Minnesota funding for projects.

**Other \$** – Funding coming from other sources, including local city, county, transit agency, or WISDOT funds.

**Project Total \$** – Total anticipated cost of the project.

Table 1: FY 2020 DRAFT

State Project ID	Agency	Route System	Roadway Name	Mile	Work Type	Project Description	Proposed Fund	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$	Year
6910-106	MnDOT	MN 23	NA	0.1	Roadway	MN 23 in duluth from MN 23 to 4th St. Construct 134 Ave W	SF	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000	2020
6915-137	MnDOT	US 53	NA	0.1	Building Removal/Demolition	US 53 in Duluth at Jct US 53 & Michigan St. Building demolition in advance of the Twin Ports Interchange Project.	SF	\$ -	\$ -		\$ 50,000	\$ -	\$ 50,000	2020
6982-322 CMG2	MnDOT	I-35	Twin Ports Interchange		Road/Bridge	Twin Ports Interchange - reconstruct	SF	\$ -	\$ -	\$ -	\$ 5,800,000	\$ -	\$ 5,800,000	2020
6982-322 WP1	MnDOT	I-35	Twin Ports Interchange	1.1	Bridge	I-35 in Duluth, first phase of Twin Ports Interchange construction and bridge replacement.	NHPP	\$ 20,000,000	\$ -	\$ -	\$ 24,500,000	\$ -	\$ 44,500,000	2020
6982-328 AC1	MnDOT	Local Streets	Twin Ports Interchange	NA	Roadway	In Duluth, local traffic mitigation in advance of the Twin Ports Interchange construction.	NHPP	\$ -	\$ -	\$ 120,000	\$ -	\$ -	\$ -	2020
6982-331	MnDOT	I-35	Lake Ave	NA	Bridge	Bridge pedestrian	NHPP	\$ 2,070,000	\$ -	\$ -	\$ 230,000	\$ -	\$ 2,300,000	2020
069-070-033	St. Louis County	Local Streets	Various	NA	Roadway	D1 ST LOUIS COUNTYWIDE, VARIOUS LOCATIONS, INSTALL 6IN PAINT EDGELINE	HSIP	\$ 63,000	\$ -	\$ -	\$ -	\$ 7,000	\$ 70,000	2020
069-070-035	St. Louis County	Local Streets	Various	NA	Roadway	D1 ST LOUIS COUNTYWIDE, VARIOUS LOCATIONS, INSTALL HIGH FRICTION SURFACE TREATMENT FOR HIGH RISK, HIGH VOLUME CURVES	HSIP	\$ 333,000	\$ -	\$ -	\$ -	\$ 37,000	\$ 370,000	2020
069-070-036	St. Louis County	Local Streets	Various	NA	Roadway	D1 ST LOUIS COUNTYWIDE, VARIOUS LOCATIONS, INSTALL HIGH FRICTION SURFACE TREATMENT FOR HIGH RISK, LOW VOLUME CURVES	HSIP	\$ 288,000	\$ -	\$ -	\$ -	\$ 32,000	\$ 320,000	2020
069-643-017	St. Louis County	Highway CSAH 43	N Tischer Rd /Lismore Rd	5.5	Road	CSAH 43 N. TISCHER RD TO CSAH 50. MILL, RECLAIM, BITUMINOUS RESURFACING, RESURFACE ROADWAY AND CULVERT REPLACEMENT IN ST LOUIS COUNTY	STP<5K	\$ 1,250,000	\$ -	\$ -	\$ -	\$ 1,893,825	\$ 3,143,825	2020
118-126-022	City of Duluth	Highway MSAS 126	3RD ST	1.6	Road	3RD ST, IN DULUTH FROM 12TH AVE E TO MESABA AVE/MN 194 MILL & OVERLAY, STORM SEWER, C & G & ADA	STP 5K-200K	\$ 1,110,000	\$ -	\$ -	\$ -	\$ 246,250	\$ 1,356,250	2020
118-090-024	City of Duluth	Local Streets	NA	NA	Bike/Ped	BRIGHTON BEACH BLVD TO CONGDON BLVD, CONSTRUCT MULTI-USE TRAIL	STBGTA 5K-200K	\$ 300,000	\$ -	\$ -	\$ -	\$ 339,292	\$ 639,292	2020
TRF-0016-20A	Duluth Transit Authority	Transit	NA	NA	Transit	DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -	\$ -	\$ -	\$ -	\$ 1,300,000	\$ 1,300,000	2020
TRF-0016-20B	Duluth Transit Authority	Transit	NA	NA	Transit	DULUTH TRANSIT AUTHORITY SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	FTA	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 12,950,000	\$ 13,950,000	2020
TRF-0016-20C	Duluth Transit Authority	NA	NA	NA	Transit	DULUTH TRANSIT AUTHORITY; SECT 5339: DULUTH CAPITAL SUPPORT/FACILITIES EQUIPMENT	FTA	\$ 40,000	\$ -	\$ -	\$ -	\$ 10,000	\$ 50,000	2020
TRS-0016-20T	Duluth Transit Authority	Transit	NA	NA	Transit	DULUTH TRANSIT AUTHORITY; ADMIN/MAINT FACILITY ROOF REHABILITATION	STP 5K-200K	\$ 1,280,000	\$ -	\$ -	\$ -	\$ 320,000	\$ 1,600,000	2020
TRS-0016-20TA	Duluth Transit Authority	Transit	NA	NA	Transit	DULUTH CAPITAL BUS STOP/STATION/TERMINAL UPDATES	STBGP 5K-200K	\$ 120,000	\$ -	\$ -	\$ -	\$ 30,000	\$ 150,000	2020
TRS-0016-20TB	Duluth Transit Authority	Transit	NA	NA	Transit	DULUTH CAPITAL TECHNOLOGY UPDATES	STBGP 5K-200K	\$ 80,000	\$ -	\$ -	\$ -	\$ 20,000	\$ 100,000	2020
Total								\$ 27,934,000	\$ -	\$ 120,000	\$ 30,780,000	\$ 17,185,367	\$ 75,899,367	18

Table 2: FY 2021 DRAFT

State Project ID	Agency	Route System	Roadway Name	Est. Length (Miles)	Project Type	Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$	Current Planned Year
69-00207	MnDOT	MSAS 166	NA	NA	Railroad	NSSR RR, install gates and flashing lights at MSAS 166, N 40th Ave, Duluth, St. Louis County.	RRS	\$ 115,000	\$ -	\$ -	\$ -	\$ 115,000	\$ 230,000	2021
69-00208	MnDOT	MSAS 195	NA	NA	Railroad	Install gates and flashing lights at MSAS 195 (S 60th Ave E) in Duluth at NSSR Railroad.	RRS	\$ 115,000	\$ -	\$ -	\$ -	\$ 115,000	\$ 230,000	2021
6982-322 WP2	MnDOT	I-35	I-35	1.1	Bridge	I-35 in Duluth, second phase of Twin Ports Interchange construction. Construct bridges, retaining walls, drainage improvements.	NHPP, BF	\$ 29,490,000	\$ -	\$ -	\$ 180,810,012	\$ -	\$ 210,300,012	2021
6982-328 AC2	MnDOT	Local Streets	Twin Ports Interchange	NA	Roadway	In Duluth, local traffic mitigation in advance of the Twin Ports Interchange construction.	NHPP	\$ -	\$ -	\$ 120,000	\$ -	\$ -	\$ -	2021
6981-9030 L	MnDOT	I-535	I-535	0.5	Bridge	Painting the Blatnik Bridge between Duluth and Superior over the St. Louis River in St. Louis County.	LF NHPP	\$ 4,095,000	\$ -	\$ -	\$ 455,000	\$ 4,550,000	\$ 9,100,000	2021
6982-322 CMG3	MnDOT	I-35	Twin Ports Interchange	1.1	BRIDGE	In Duluth, on I-35 reconstruct interchange.	SF	\$ -	\$ -	\$ -	\$ 1,700,000	\$ -	\$ 1,700,000	2021
6982-319	MnDOT	I-35	I-35	0.42	DRAINAGE	IN DULUTH I-35 FROM JCT GARFIELD AVE TO JCT MN 194. DRAINAGE IMPROVEMENTS & FREEWAY FENCING.	SF	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000	2021
6910-102	MnDOT	MN 23	MN 23 /Grand Ave	0.1	DRAINAGE	Culvert improvements at US Steel Creek in Duluth	SF	\$ -	\$ -	\$ -	\$ 1,100,000	\$ -	\$ 1,100,000	2021
6910-103	MnDOT	MN 23	MN 23 /Grand Ave	0.11	DRAINAGE	Culvert improvements at Gegebic Creek in Duluth	SF	\$ -	\$ -	\$ -	\$ 1,100,000	\$ -	\$ 1,100,000	2021
6982-324	MnDOT	I-35	I-35	0.1	DRAINAGE	Drainage system improvement at Lakewalk in Duluth.	SF	\$ -	\$ -	\$ -	\$ 1,100,000	\$ -	\$ 1,100,000	2021
6982-327	MnDOT	I-35	I-35	3.35	ITS	Upgrade fiber optic cable and traffic cameras in Duluth.	NHPP	\$ 382,500	\$ -	\$ -	\$ 42,500	\$ -	\$ 425,000	2021
6982-335	MnDOT	I-35	I-35	NA	Rest Area	In Duluth, Thompson Hill rest area repairs.	NHPP	\$ 3,150,000	\$ -	\$ -	\$ 350,000	\$ -	\$ 3,500,000	2021
069-656-018	St. Louis County	CSAH 56	Morris Thomas Rd	5.7	Road	CSAH 56 , MORRIS THOMAS RD, IN HERMANTOWN AT JCT US 2 TO JCT PIEDMONT AVE IN DULUTH BITUMINOUS RESURFACING, CULVERTS	STBGP 5K-200K	\$ 1,285,000	\$ -	\$ -	\$ -	\$ 1,715,000	\$ 3,000,000	2021
118-118-005	Duluth	MSAS 118	Railroad St	0.44	Road	Resurface Railroad Street in the City of Duluth from 5th Ave West to Canal Park.	STBGP<5K	\$ 1,285,000	\$ -	\$ -	\$ -	\$ 432,150	\$ 1,717,150	2021
TRF-0016-21	Duluth Transit Authority	NA	NA	NA	Transit	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	FTA	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 13,040,000	\$ 14,040,000	2021
TRF-0016-21A	Duluth Transit Authority	NA	NA	NA	Transit	SECT 5307: DULUTH CAPITAL BUS STOP/ STATION/ TERMINAL UPDATES	FTA	\$ 40,000	\$ -	\$ -	\$ -	\$ 10,000	\$ 50,000	2021
TRF-0016-21C	Duluth Transit Authority	NA	NA	NA	Transit	SECT 5307: DULUTH TRANSIT AUTHORITY; TECHNOLOGY UPDATES	FTA	\$ 80,000	\$ -	\$ -	\$ -	\$ 20,000	\$ 100,000	2021
TRF-0016-21D	Duluth Transit Authority	NA	NA	NA	Transit	SECT 5307: DULUTH TRANSIT AUTHORITY; FUEL TANK REPLACEMENT	FTA	\$ 560,000	\$ -	\$ -	\$ -	\$ 140,000	\$ 700,000	2021
TRF-0016-21E	Duluth Transit Authority	NA	NA	NA	Transit	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -	\$ -	\$ -	\$ -	\$ 1,400,000	\$ 1,400,000	2021
TRS-0016-21G	Duluth Transit Authority	NA	NA	NA	Transit	SECT 5307: DULUTH TRANSIT AUTHORITY;BUS SUPPORT EQUIPMENT/FACILITY REHABILITATION	FTA	\$ 80,000	\$ -	\$ -	\$ -	\$ 20,000	\$ 100,000	2021
TRS-0016-21T	Duluth Transit Authority	NA	NA	NA	Transit	DULUTH TRANSIT AUTHORITY; PURCHASE NINE (9) STANDARD 40 FT. REPLACEMENT BUSES	STBGP 5K-200K / FHWA	\$ 3,756,000	\$ -	\$ -	\$ -	\$ 939,000	\$ 4,695,000	2021
Total								\$ 45,433,500	\$ -	\$ 120,000	\$ 186,857,512	\$ 22,496,150	\$ 254,787,162	21

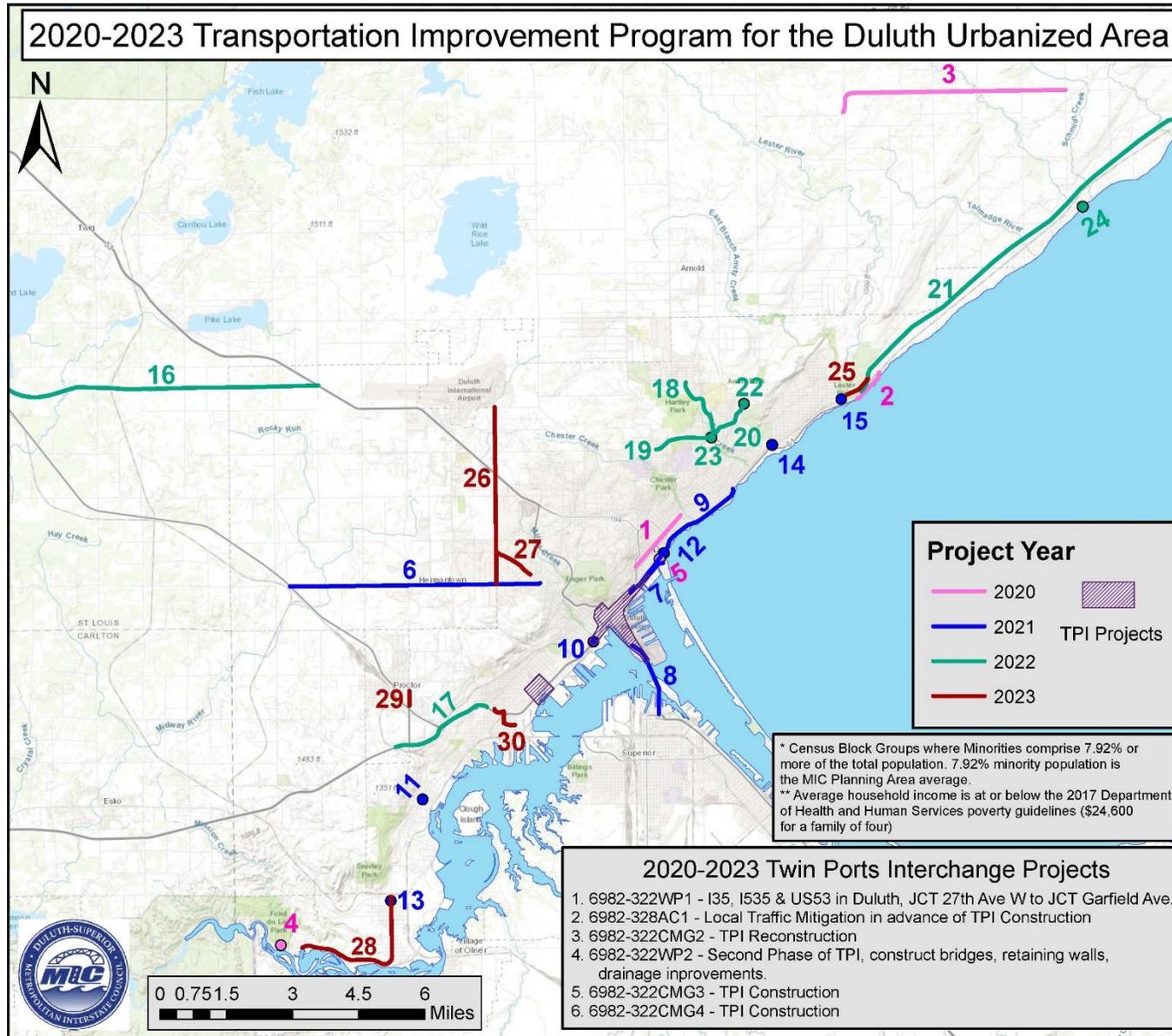
Table 3: FY 2022 DRAFT

State Project ID	Agency	Route System	Roadway Name	Est. Length (Miles)	Project Type	Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$	Current Planned Year
6982-322 CMG4	MnDOT	I 35	Twin Ports Interchange	1.1	Bridge	In Duluth, on I-35 reconstruct interchange.	SF	\$ -	\$ -	\$ -	\$ 1,700,000	\$ -	\$ 1,700,000	2022
6932-14	MnDOT	Hwy 53/MN 194	Hwy 53/MN 194	7.9	Roadway	Hwy 194 resurface highway from Hwy 2 to Hwy 53. Intersection improvements at Midway Rd and Hwy 53/Lindah Rd.	HSIP	\$ 675,000	\$ -	\$ -	\$ 75,000	\$ -	\$ 750,000	2022
6932-14	MnDOT	Hwy 53/MN 194	Hwy 53/MN 194	7.9	Roadway	Hwy 194 resurface highway from Hwy 2 to Hwy 53. Intersection improvements at Midway Rd and Hwy 53/Lindah Rd.	NHPP	\$ 3,160,000	\$ -	\$ -	\$ 790,000	\$ -	\$ 3,950,000	2022
3804-61	MnDOT	MN 61	MN 61 Expressway	6.813	Roadway	Resurface highway from 0.1 mi N Knife River to 0.3 mi S County Highway 61.	NHPP	\$ 4,976,000	\$ -	\$ -	\$ 1,244,000	\$ -	\$ 6,220,000	2022
6982-318	MnDOT	I 35	Thompson Hill	2.693	Roadway	Thompson Hill - I-35 in Proctor. Reconstruct pavement from Boundary Ave to Central Ave	NHPP	\$ 11,700,000	\$ -	\$ -	\$ 1,300,000	\$ -	\$ 13,000,000	2022
069-060-002	St. Louis County	CH 61	County Hwy 61	NA	Rest Area	French River wayside rehabilitation	TA	\$ 480,000	\$ -	\$ -	\$ -	\$ 120,000	\$ 600,000	2022
069-070-043	St. Louis County	Various	Various	NA	Roadway	ST LOUIS COUNTYWIDE SAFETY IMPROVEMENTS. 6" EDGELINES	HSIP	\$ 63,000	\$ -	\$ -	\$ -	\$ 7,000	\$ 70,000	2022
069-637-025	St. Louis County	CSAH 37	Snively Rd	0.2	Roadway	In Duluth, construct roundabout, JCT CSAH 37, Snively Rd and Glenwood St	STBGP 5K-200K	\$ 550,000	\$ -	\$ -	\$ -	\$ 950,000	\$ 1,500,000	2022
069-637-026	St. Louis County	CSAH 37	Snively Rd	1	Roadway	In Duluth, CSAH 37, Snively Rd from JCT Woodland Ave to Glenwood St BIT mill and overlay	TPBGP 5K-200K	\$ 140,000				\$ 160,000	\$ 300,000	2022
069-609-047	St. Louis County	CSAH 9	Woodland Ave	1.558	Roadway	CSAH 9 FROM ANOKA ST TO ARROWHEAD RD IN DULUTH, BIT MILL & OVERLAY	STBGP 5K-200K	\$ 650,000	\$ -	\$ -	\$ -	\$ 1,350,000	\$ 2,000,000	2022
118-163-004	Duluth	SNIVELY RD- GLENWOOD ST	SNIVELY RD- GLENWOOD ST	0.2	Roadway/P ed	In Duluth, construct roundabout, JCT CSAH 37, Snively Rd and Glenwood St	STBGP 5K-200K	\$ 300,000	\$ -	\$ -	\$ -	\$ 75,000	\$ 375,000	2022
118-157-023	Duluth	WOODLAND AVE - Arrowhead Rd	WOODLAND AVE - Arrowhead Rd	0.01	Roadway/P ed	WOODLAND AVE FROM 200 FT SOUTH OF ARROWHEAD RD TO ARROWHEAD RD IN DULUTH, CONC SIDEWALK, CURB RAMPS, TRAFFIC SIGNAL INSTALLATION	STBGP 5K-200K	\$ 75,000	\$ -	\$ -	\$ -	\$ 18,750	\$ 93,750	2022
118-162-016	Duluth	GLENWOOD ST - Snively Rd	GLENWOOD ST - Snively Rd	0.2	Roadway/P ed	In Duluth, construct roundabout, JCT CSAH 37, Snively Rd and Glenwood St	STBGP 5K-200K	\$ 300,000	\$ -	\$ -	\$ -	\$ 75,000	\$ 375,000	2022
118-160-024	Duluth	ARROWHEAD RD	ARROWHEAD RD	1.309	Roadway/P ed	ARROWHEAD RD FROM DODGE AVE TO WOODLAND AVE IN DULUTH, BIT MILL & DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	STBGP 5K-200K	\$ 665,000	\$ -	\$ -	\$ -	\$ 260,000	\$ 925,000	2022
TRF-0016-22A	Duluth Transit Authority	NA	NA	NA	Transit	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	FTA	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 13,130,000	\$ 14,130,000	2022
TRF-0016-22B	Duluth Transit Authority	NA	NA	NA	Transit	SECT 5307: DULUTH CAPITAL BUS SUPPORT EQUIPMENT/FACILITY REHABILITATION	FTA	\$ 40,000	\$ -	\$ -	\$ -	\$ 10,000	\$ 50,000	2022
TRF-0016-22D	Duluth Transit Authority	NA	NA	NA	Transit	SECT 5307: DULUTH CAPITAL BUS STOP/STATION/TERMINAL UPDATES	FTA	\$ 40,000	\$ -	\$ -	\$ -	\$ 10,000	\$ 50,000	2022
TRF-0016-22E	Duluth Transit Authority	NA	NA	NA	Transit	SECT 5307: DULUTH CAPITAL TECHNOLOGY UPDATES	FTA	\$ 40,000	\$ -	\$ -	\$ -	\$ 10,000	\$ 50,000	2022
TRF-0016-22F	Duluth Transit Authority	NA	NA	NA	Transit	SECT 5307: DULUTH TRANSIT AUTHORITY; ADMIN/MAINT FACILITY ROOF REHABILITATION	FTA	\$ 240,000	\$ -	\$ -	\$ -	\$ 60,000	\$ 300,000	2022
TRF-0016-22G	Duluth Transit Authority	NA	NA	NA	Transit	DULUTH TRANSIT AUTHORITY; PURCHASE THREE (3) STANDARD 40 FT REPLACEMENT BUSES	STBGP 5K-200K	\$ 1,320,000	\$ -	\$ -	\$ -	\$ 330,000	\$ 1,650,000	2022
TRS-0016-22T	Duluth Transit Authority	NA	NA	NA	Transit			\$ 26,414,000	\$ -	\$ -	\$ 5,109,000	\$ 18,065,750	\$ 49,588,750	21
<b>Total</b>														

Table 4: FY 2023 DRAFT

State Project ID	Agency	Route System	Roadway Name	Est. Length (Miles)	Project Type	Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$	Current Planned Year
6910-105	MnDOT	MN 23	Hwy 23	NA	Roadway	Hwy 23 in Duluth from 0.1 mile North 130th Ave to 0.1 mile South of Jct Becks Rd. Resurface roadway.	TBGP 5K-200	\$ 1,360,000	\$ -	\$ -	\$ 340,000	\$ -	\$ 1,700,000	2023
6925-144	MnDOT	MN 61	Hwy 61	NA	Roadway	Hwy 61 NB & SB in Duluth 0.3 miles North of Superior St to CR 33/McQuade Rd. Resurface roadway.	NHPP	\$ 2,400,000	\$ -	\$ -	\$ 600,000	\$ -	\$ 3,000,000	2023
069-691-033	St. Louis County	CSAH 91	Haines Rd	4	Roadway	Resurface Haines Rd from Morris Thomas Rd to Airport Rd	TBGP 5K-200	\$ 1,040,000	\$ -	\$ -	\$ -	\$ 325,000	\$ 1,365,000	2023
069-654-006	St. Louis County	CSAH 56	Piedmont Ave	0.9	Roadway	Resurface Piedmont Ave from Haines Rd to Chambersburg Rd	TBGP 5K-200	\$ 280,000	\$ -	\$ -	\$ -	\$ 80,000	\$ 360,000	2023
069-070-048	St. Louis County	Local Streets	NA	NA	Safety	Safety improvements at 5 intersections in St. Louis County	HSIP	\$ 396,800	\$ -	\$ -	\$ -	\$ 100,000	\$ 496,800	2023
069-070-049	St. Louis County	Local Streets	NA	NA	Safety	County wide centerline rumble strips in St. Louis County	HSIP	\$ 213,300	\$ -	\$ -	\$ -	\$ 25,000	\$ 238,300	2023
069-070-050	St. Louis County	Local Streets	NA	NA	Safety	County wide chevrons at 27 curves in St. Louis County	HSIP	\$ 122,400	\$ -	\$ -	\$ -	\$ 15,000	\$ 137,400	2023
069-070-052	St. Louis County	Local Streets	NA	0.134	Safety	County Rd 13/County Rd 45 turn lanes in St. Louis County.	HSIP	\$ 300,000	\$ -	\$ -	\$ -	\$ 200,000	\$ 500,000	2023
069-070-053	St. Louis County	Local Streets	NA	0.1116	Safety	County Rd 13/County Rd 11 turn lanes in St. Louis County.	HSIP	\$ 300,000	\$ -	\$ -	\$ -	\$ 200,000	\$ 500,000	2023
069-614-xxx	St. Louis County	CSAH 14	Boundary Ave	0.29	Bike/Ped	In Duluth on East side of Boundary Ave construct new sidewalk from 300 ft North of of Anchor St to Orchard St.	TA	\$ 300,000	\$ -	\$ -	\$ -	\$ 75,000	\$ 375,000	2023
118-164-003	Duluth	MSAS 164	Superior St	0.6	Roadway	East Superior Street between Lester River Rd and Two Harbors Expressway (State Highway 61) Concrete reconditioning.	TBGP 5K-200	\$ 1,320,000	\$ -	\$ -	\$ -	\$ 330,000	\$ 1,650,000	2023
118-xxx-xxx	Duluth	Cross City Trail	Cross City Trail	NA	Bike/Ped	In Duluth, Cross City Trail (CCT) - Segment 3 from Irving Park through Keene Creek Park, construct 10-ft wide multi-use paved trail.	TA	\$ 600,000	\$ -	\$ -	\$ -	\$ 210,000	\$ 810,000	2023
TRF-0016-23	Duluth Transit Authority	NA	NA	NA	Transit	SECT 5307: Duluth operating assistance - regular route	FTA	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 13,836,500	\$ 14,836,500	2023
TRF-0016-23A	Duluth Transit Authority	NA	NA	NA	Transit	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -	\$ -	\$ -	\$ -	\$ 1,620,000	\$ 1,620,000	2023
TRF-0016-23B	Duluth Transit Authority	NA	NA	NA	Transit	SECT 5307: Duluth capital bus support	FTA	\$ 200,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 250,000	2023
TRF-0016-23C	Duluth Transit Authority	NA	NA	NA	Transit	SECT 5307: Duluth capital bus support equipment/facility rehabilitation	FTA	\$ 320,000	\$ -	\$ -	\$ -	\$ 80,000	\$ 400,000	2023
TRF-0016-23D	Duluth Transit Authority	NA	NA	NA	Transit	SECT 5307: Duluth capital bus stop/station/terminal updates.	FTA	\$ 200,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 250,000	2023
TRF-0016-23E	Duluth Transit Authority	NA	NA	NA	Transit	SECT 5307: Duluth capital technology updates.	FTA	\$ 240,000	\$ -	\$ -	\$ -	\$ 60,000	\$ 300,000	2023
TRF-0016-23F	Duluth Transit Authority	NA	NA	NA	Transit	SECT 5339: Duluth Transit Authority; purchase five (5) paratransit replacement buses.	FTA	\$ 452,000	\$ -	\$ -	\$ -	\$ 113,000	\$ 565,000	2023
TRF-0016-23G	Duluth Transit Authority	NA	NA	NA	Transit	SECT 5307: Passenger amenities.	FTA	\$ 240,000	\$ -	\$ -	\$ -	\$ 60,000	\$ 300,000	2023
TRS-0016-23T	Duluth Transit Authority	NA	NA	NA	Transit	Purchase ten (10) standard 40-ft replacement buses.	STBGP 5K-200K	\$ 4,456,296	\$ -	\$ -	\$ -	\$ 1,114,074	\$ 5,570,370	2023
Total								\$ 15,740,796	\$ -	\$ -	\$ 940,000	\$ 18,543,574	\$ 35,224,370	21

Map 2: Location of DRAFT 2020-2023 TIP Projects



- TIP Projects by Year**
- 2020 TIP Projects**
- 3rd Street Repairs: Mill & Overlay, Storm Sewer Repairs, Curb & Gutter and ADA
  - Brighton Beach (Lakewalk Extension): Construct Multi-Use Path
  - N Tisher Rd/Lismore Rd - Mill, Reclaim, Bituminous Resurfacing
  - Highway 23, Construct 134th Ave W
  - Lake Ave/I-35 Bridge Work
- 2021 TIP Projects**
- Morris Thomas Rd Bituminous Resurfacing and Culvert Repairs
  - Railroad St - Bituminous Resurfacing
  - Blatnik Bridge Painting
  - I-35 Technology Upgrade
  - \*10. I-35 Drainage Improvements and Fencing
  - \*11. MN 23 Gebeic Creek Culvert Repair
  - \*12. I-35: Repair Drainage System Under Lakewalk
  - \*13. MN 23 US Steel Creek Culvert Repair
  - \*14. N 40th Ave, Install Gates/Flashing Lights
  - \*15. 60th Ave, Install Gates/Flashing Lights
- 2022 TIP Projects**
- MN-194 Pavement Preservation
  - Thompson Hill Highway Reconstruction
  - Woodland Ave Pavement Preservation and Intersection Improvement
  - Arrowhead Road Pavement Preservation
  - Snively Road Pavement Preservation and Intersection Improvement
  - MN 61 Expressway Knife River to Highway 61 Mill and Overlay
  - \*22. Intersection of Snively Rd/Glenwood St 2 Projects
  - \*23. Woodland Ave Intersection with Arrowhead Rd
  - \*24. French River Wayside Rehab Project
- 2023 TIP Projects**
- Hwy 61 Concrete reconditioning of Superior St
  - Haines Rd Resurfacing from Thomas Rd to Airport Rd
  - Piedmont Ave Resurfacing from Haines Rd to Chambersburg Ave
  - Hwy 23 - 130th Ave to Becks Rd Reconditioning
  - Construct Sidewalk on Boundary Ave in Proctor
  - Construct Cross City Trail Segment 3 from Irving Park to Keene Creek Park
- \* Projects Listed as a Point

The most recent federal funding and authorization bill for transportation, *Fixing America's Surface Transportation Act* (FAST Act) was signed into law on December 4, 2015. As with the previous federal transportation bill, MAP-21 (2012), the FAST Act continues to call for the prioritization of projects on a statewide basis, which leads to the development of a Statewide Transportation Improvement Program (STIP). The statewide program is informed by those projects developed at the local level. Therefore, the state and local projects programmed in the STIP must be reflected in the local TIPs.

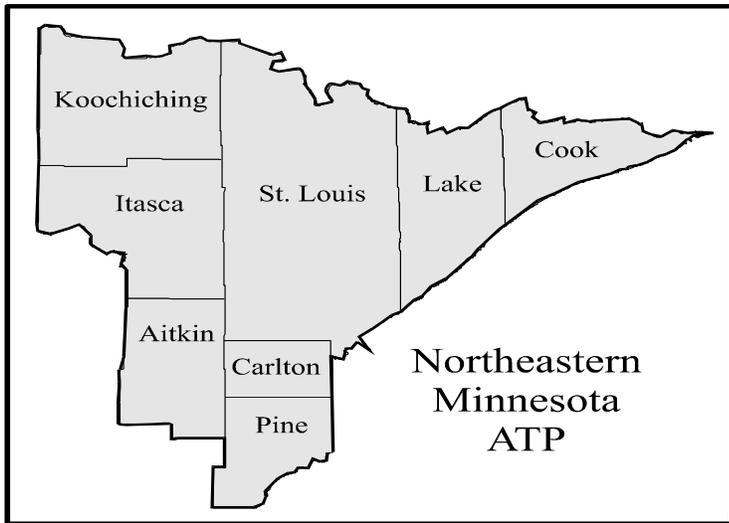
As the designated MPO for the Duluth-Superior region, the MIC is responsible for developing a list of priority transportation projects for the Duluth metropolitan area for programming funding through the FAST Act. The MIC is thus required to work in cooperation with the Minnesota Department of Transportation, Duluth Transit Authority, and local units of government to identify area transportation priorities and produce the annual TIP. The drafting of this document is done in conjunction with the development of a larger regional program carried out with regional partners of the Northeast Minnesota Area Transportation Partnership (NE MN ATP).

### Northeast Minnesota Area Transportation Partnership

The State of Minnesota uses a mechanism called the Area Transportation Partnership (ATP) for distributing federal transportation funds throughout the state. The Duluth Metropolitan Area is served by the NE MN ATP, which is made up of transportation professionals and representatives from an eight-county area (Aitkin, Carlton, Cook, Itasca, Koochiching, Lake, Pine, Saint Louis) (Figure 1, page 15). Like the MIC, the purpose of the NE MN ATP is to prioritize projects in the larger region for receiving federal funding. This priority list is combined with priority lists from other ATPs around the state that ultimately make up the STIP.

In 2018, the ARDC's Arrowhead Region Transportation Advisory Committee (ARTAC) merged with the NEMNATP to create one organization addressing regional transportation topics. Under the new NE MN ATP structure, there are representatives from: eight individual counties; tribal communities; transit; modes; US Forest Service; DNR; MnDOT; and the MIC.

Although projects from the eight counties and the MIC are competing, in a sense, for the limited federal funding that comes to Northeastern Minnesota, the process used by the NE MN ATP aims to provide a degree of geographic equity. Proposed projects are first reviewed by the ATP Work Group, followed by approval of the ATIP by the full NE MN ATP. After ATP review and approval, the Draft ATIP is sent to MnDOT Central Office for compilation of the Draft STIP. The Draft STIP is again reviewed and potentially revised by the ATP. During this review period, the general public has the opportunity to comment on the ATIP. After all reviews are complete, the ATIP is submitted to MnDOT for inclusion in the final STIP.



**Figure 1:  
Membership Counties of  
the NE MN ATP**

### Eligibility for Roadway and Transit Projects

Federal funds are eligible to be spent on any road functionally classified as urban roads - minor collector and above; rural roads - major collector and above. FAST Act provides funding for roadway projects through Federal Highway Administration (FHWA) funding programs and transit projects through Federal Transit Administration (FTA) funding programs. FHWA-funded projects can be maintenance-, expansion-, safety-, or operations-related, as well as enhancement-related (bike & pedestrian improvements, scenic byways, etc.). Planning, technology and various other intermodal projects (ports, airports, etc.) are also eligible for FHWA funds. A portion of Surface Transportation Block Grant (STBG) funding can also be “flexed” for transit improvements, which the NE MN ATP has agreed to do in some years to assist regional transit operators in maintaining the average age of their vehicle fleets. In recent years MnDOT Central Office has been awarding FHWA funds towards transit improvements, but the future of that arrangement is uncertain. If that ends, funding would come back to the ATP.

### Project Selection Process for the Duluth Area TIP

The TIP process should result in projects that reflect the goals, objectives, and priorities of the Duluth-Superior metropolitan area. As such, MIC staff work with area jurisdictions to ensure that projects that end up in the TIP are consistent with those goals, objectives, and priorities.

Before the projects are submitted to the MIC, staff members meet with members of eligible jurisdictions to discuss their transportation improvement priorities and how those priorities fit within the goals and objectives spelled out in the MIC’s Long Range Transportation Plan (LRTP). Following these meetings, jurisdictions are asked to submit an official project application for each project. Staff review and score these applications and present their rankings to the Technical Advisory Committee (TAC) in March. The TAC then prioritizes the project proposals based on the criteria expressed in the scoring system described below (approved by the MIC Policy Board in June 2002). The scoring system weighs the merits of each

project based on the evaluation criteria listed in Table 5 (page 16). When reviewing railroad projects, however, MnDOT’s Office of Freight Rail and Waterways (OFRW) ranking is also considered.

**Project Evaluation and Prioritization**

The MIC project evaluation process establishes a framework for decision-makers to guide them in prioritizing projects submittals. The process was designed to help ensure that projects are consistent with the goals and objectives of the metro area and that limited financial resources are used in the most effective manner possible. Projects are separately prioritized by mode of transportation, specifically by road, transit, and rail. As mentioned above, rail projects are ranked separately. Projects funded through the Transportation Alternatives program (TA) are also ranked separately, as explained on the following pages.

The MIC’s process for evaluating and prioritizing area transportation projects is as follows:

- **Pre-Application Meetings (October-November)** – MIC staff meet with each jurisdiction eligible for federal funding prior to project solicitation to review the MIC’s Long Range Plan and other plans to examine which projects are identified as most important to the area’s transportation network.
- **Project Solicitation (December - February)** – MIC sends out applications to all eligible jurisdictions, which have from the beginning of December to the beginning of February to submit their applications.

**Table 5: TIP Project Scoring Criteria**

Criteria	Points	Evaluation Question
a. Regional Benefit	30	What are the project’s merits/benefits and intended effect upon the regional transportation network?
b. Mobility	30	How will the project improve the mobility of people and goods?
c. Planning Support	15	How will the project incorporate the MIC’s Long Range Transportation Plan or other MIC studies?
d. Multi-modalism	10	How does the project encompass multiple modes of travel?
e. Environmental Impacts	10	How will the project respond to environmental impacts and mitigation measures?
f. Public Participation	5	What public participation has been undertaken or will take place with this project?

- **MIC Staff Project Review & Scoring (February)** – MIC staff, as a team, review and score each project submittal based on the following evaluation criteria and point system listed in

Table 5.

- **Prioritization Meeting (March)** – MIC staff presents projects and scores to the TAC. The TAC then scores the projects based on the evaluation criteria and approves a project ranking list. Next, the staff presents the projects and the TAC scores to the MIC Policy Board for their review and approval.
- **MIC Prioritized List (March)** – MIC forwards the prioritized list of projects to the NE MN ATP for inclusion into the ATIP and eventually into the STIP.

### **Projects funded through Transportation Alternatives**

Funding eligibility for the Transportation Alternatives program (TA) (more on this on page 6) includes the former Transportation Enhancements eligible projects, Recreational Trails, and Safe Routes to School programs. Construction, planning, and design for these types of projects are all eligible activities under TA, as well as projects related to environmental mitigation, or the maintenance and preservation of historic transportation facilities. Similar to STBG funds, TA funds are allocated to the State DOT and then sub-allocated to the local level. The NE MN ATP has developed a biennial application process and TA task force made up of elected officials and transportation professionals that is facilitated by the Arrowhead Regional Development Commission (ARDC). The selected TA projects are subject to the approval of the NE MN ATP, but any selected TA projects that are located within the MIC area are automatically included in the Duluth Area TIP.

## Performance Measures & Asset Management

MAP-21 and FAST ACT requires incorporation of Performance-Based Planning and Programming (PBPP) in the 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 statewide performance targets and the DTA transit asset management targets. The approach at this time is to adopt and contribute toward the statewide targets for safety, pavement, bridge, reliability, and freight that MnDOT adopts. This approach seemed 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 do its own transit asset management plan and target setting, instead of using MnDOT targets. The MIC will be adopting the targets set by the DTA. MIC performance-based planning information can be found at <http://dsmic.org/study/performance-measures/>.

### 23 USC 150: National Performance Measure Goals

- **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**

- **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
- **CMAQ - Congestion Reduction (NOTE: not applicable to the MIC area)**
  - Peak Hour Excessive Delay(PHED) Measure: Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita
  - Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of Non-Single Occupancy Vehicle (SOV) Travel
  - Emissions Measure: Total Emission Reductions

## Approved Targets for Performance Measures

### PM 1 – Highway Safety Improvement Program (HSIP) Performance

For the Minnesota portion of the MIC area, the MIC Board passed Resolution #18-02 on January 17, 2018, adopting the MnDOT Highway Safety Improvement Program (HSIP) Performance Measure Targets for 2018 as follows:

2018 Targets for HSIP Safety Performance	
Measure	2018 Target
Number of Traffic Fatalities	375
Rate of Traffic Fatalities	0.62 per 100 million VMT ( <i>Vehicle Miles Traveled</i> )
Number of Serious Injuries	1935
Rate of Serious Injuries	3.19 per 100 million VMT ( <i>Vehicle Miles Traveled</i> )
Number of Non-Motorized Fatalities & Serious Injuries	348

For the Minnesota portion of the MIC area, the MIC Board passed Resolution #18-20 on September 19, 2018, adopting the MnDOT Highway Safety Improvement Program (HSIP) Performance Measure Targets for 2020 as follows:

2019 Targets for HSIP Safety Performance	
Measure	2019 Target
Number of Traffic Fatalities	372.2
Rate of Traffic Fatalities	0.622 per 100 million VMT ( <i>Vehicle Miles Traveled</i> )
Number of Serious Injuries	1711
Rate of Serious Injuries	2.854/100 Million VMT ( <i>Vehicle Miles Traveled</i> )
Number of Non-Motorized Fatalities & Serious Injuries	267.5

### PM 2 – NHS Pavement and Bridge Condition

For the Minnesota portion of the MIC area, the MIC Board passed Resolution #18-13 on June 20, 2018, adopting the National Highway System (NHS) targets for Pavement and Bridge Condition Performance as follows:

Targets for NHS Pavement and Bridge Condition Performance		
Measure	2-Year Target	4-Year Target
Percent of NHS* Bridges in Good Condition	50%	50%
Percent of NHS Bridges in Poor Condition	4%	4%
Percent of Interstate Pavement in Good Condition	N/A	55%
Percent of Interstate Pavement in Poor Condition	N/A	2%
Percent of Non-Interstate NHS Pavement in Good Condition	50%	50%
Percent of Non-Interstate NHS Pavement in Poor Condition	4%	4%

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

For the Minnesota portion of the MIC area, the MIC Board passed Resolution #18-14 on June 20, 2018, adopting the National Highway System (NHS) targets for Performance and Freight Movement on the Interstate System Targets as follows:

<b>Targets for Performance and Freight Movement on the Interstate System</b>		
Measure	2-Year Target	4-Year Target
Percent of Reliable Person Miles on the Interstate	80%	80%
Percent of Reliable Person Miles Reliable on the Non-Interstate NHS	N/A	75%
Truck Travel Time Reliability Index	1.5	1.5

**Transit Asset Management**

The MIC Board passed Resolution #18-18 on September 19, 2018, adopting the DTA’s Transit Asset Management Targets as follows:

<b>Targets for Transit Asset Management</b>	
Asset	4-Year Target
Rolling Stock	<10% of active Fixed Route vehicles and <20% of Paratransit vehicles have reached their useful life.
Equipment	<35% of equipment (i.e. service vehicles) have reached their useful life.
Parking/Pedestrian Facility	<10% of parking/pedestrian facilities have a condition rating below 3 based on FTA’s TERM scale.
Administrative/Maintenance Facility	<20% of facility elements within the Administrative & Maintenance Facility have a condition rating below 3.

**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. The intent of these provisions is to demonstrate how federally-funded investments are helping to meet national, state and local transportation performance targets.

The Long Range Transportation Plan (LRTP) will provide the overall long-term objectives for guidance to help the MPO annually set performance measures and future projects to positively influence these measures. More information on the LRTP can be found at - <http://dsmic.org/planning/long-range/>. The MIC’s Transportation Improvement Program (TIP) project solicitation and projects within the TIP will work to deliver efforts in meeting the adopted performance-based measures. The TIP project selection process has established TIP project scoring criteria that awards points to projects that incorporate the MIC’s LRTP and other planning studies. TIP project scoring criteria are shown on page 17. In recent years, the MIC has not scored projects due to smaller federal funding amounts and lack of competition between projects. The MIC plans to revamp the TIP solicitation and scoring process as part of the LRTP

update. MIC performance-based planning information can be found at <http://dsmic.org/study/performance-measures/>.

## Anticipated Effect of Performance Measures on Transportation Investments

Jurisdictions will analyze the adopted performance-based measures during development of TIP projects. This review will enable engineers and local planning staff determine how different aspects of project scoping may positively or negatively impact performance measures locally.

### PM 1 – Highway Safety Improvement Program (HSIP) Performance

The 2020-2023 Duluth Area TIP projects are anticipated to overall contribute positively to the statewide safety performance targets. Projects in the TIP include safety improvements for all modes by reducing known conflicts, adding new bicycle and pedestrian infrastructure, improving technology for advanced warnings on the interstate, and more. Additional data and resources, if available, would help the MPO and its partnering jurisdictions better achieve performance targets. For more information on statewide reporting, visit: <https://www.fhwa.dot.gov/tpm/reporting/state/safety.cfm?state=Minnesota>.

Key projects positively contributing to safety include:

- Twin Ports Interchange reconstruction is expected to improve many of the blind merges associated with the current configuration. Placing exit ramps on the right will improve exit ramp consistency.
- Improvements to the Lake Avenue crossing over I-35 is expected to improve pedestrian safety, which has been a concern as people cross between Downtown and Canal Park business districts.
- St. Louis County and MnDOT were awarded HSIP funding for projects that will be improving safety through countdown pedestrian timers, striping, pavement markings, and intersection improvements.

Projects with uncertain safety outcomes:

- A few roundabout projects have been added into this TIP. Roundabouts in general have proven to be significantly safer for automobiles at intersections. However, data has been inconclusive about safety impacts for pedestrians and bicyclists. We hope to see designs where multimodal safety is incorporated.

### PM 2 – NHS Pavement and Bridge Condition

The 2020-2023 Duluth Area TIP projects are anticipated to contribute positively to the overall statewide performance targets for NHS Pavement and Bridge Condition. An example of projects that will contribute to PM2 is the reconstruction of the Twin Ports Interchange (TPI). The TPI consists of 33 bridges, 16 of which are weight restricted, that are from the 1960's. PM2 targets only apply to MnDOT within the MIC area. Due to lack of capacity at this time for the MIC to do a full analysis of MIC area contributions towards the targets, we will call out data presented by MnDOT District 1 and their projected performance towards the targets published

in the 10-year Capital Highway Investment Plan. The MIC is a smaller portion within the MnDOT District 1 boundaries. MnDOT District 1 is projecting that by 2022 pavement conditions on the Interstate and Non-Interstate NHS will fall below the statewide target.

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

The 2020-2023 Duluth Area TIP projects are anticipated to contribute positively to the overall statewide performance targets for NHS Performance and Freight Movement on the Interstate System. An example of projects that will contribute to PM3 is the reconstruction of the Twin Ports Interchange(TPI). The TPI consists of 33 bridges, 16 of which are weight restricted, that are from the 1960’s. The TPI has 5,320 heavy commercial average annual daily traffic. PM3 targets only apply to MnDOT within the MIC area. Due to lack of capacity at this time for the MIC to do a full analysis of MIC area contributions towards the targets, but we do expect reliability to remain generally high within the MIC region. Large events within the Downtown/Canal Park area could hinder reliability to people and freight at times. There are efforts to better manage traffic during such events. Below are current reliability ratings as provided by MnDOT from 2017 data.

STATEWIDE PLAN POLICY	MEASURE	TARGET	2017 ACTUAL	2022 PROJECTED	2028 PROJECTED	ANALYSIS
Safety	Fatalities	0	-	N/A	N/A	Not available
Bridge	Condition: NHS - % Poor	<2%	▲ 2.3%	● 1.4%	● 10.9%	NHS bridges will fluctuate over ten years and will not meet the target.
Bridge	Condition: Non-NHS - % Poor	<8%	● 0.0%	● 0.0%	● 3.8%	Non-NHS bridges are expected to decline slightly but still remain within the target by 2028
Pavement	Ride Quality Poor - Interstate, % of miles	<2%	▲ 3.7%	▲ 2.5%	▲ 3.4%	The Interstate pavements are expected to decline and will not meet the target by 2028.
Pavement	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	● 2.1%	● 7.3%	● 12.0%	The remaining NHS pavements are expected to decline significantly by the end of the ten years and not meet the target.
Pavement	Ride Quality Poor - Non-NHS, % of miles	<10%	▲ 11.9%	● 9.7%	● 9.1%	The projections show the Non-NHS system will be within target in 2028.

● Meets or exceeds target     
 ▲ Moderately below target     
 ● Significantly below target

### Transit Asset Management Targets

The 2020-2023 Duluth Area TIP transit projects are anticipated to contribute positively to the TAM targets. The DTA plans to replace regular route buses in 2020, 2021, 2022, and 2023. They also have “preventative maintenance” budgeted for every year to maintain their current fleet. The DTA has several projects in the 2020-2023 TIP that will upgrade and maintain their facilities.

## Chapter 5

# Community Impact Assessment

In 1994, Presidential Executive Order 12898 mandated that every federal agency incorporate environmental justice in its mission by analyzing and addressing the effects of all programs, policies, and activities on minority and low-income populations. Drawing from the framework established by Title VI of the Civil Rights Act of 1964, as well as the 1969 National Environmental Policy Act (NEPA), the U.S. Department of Transportation (USDOT) set forth the following three principles to ensure non-discrimination in its federally funded activities:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

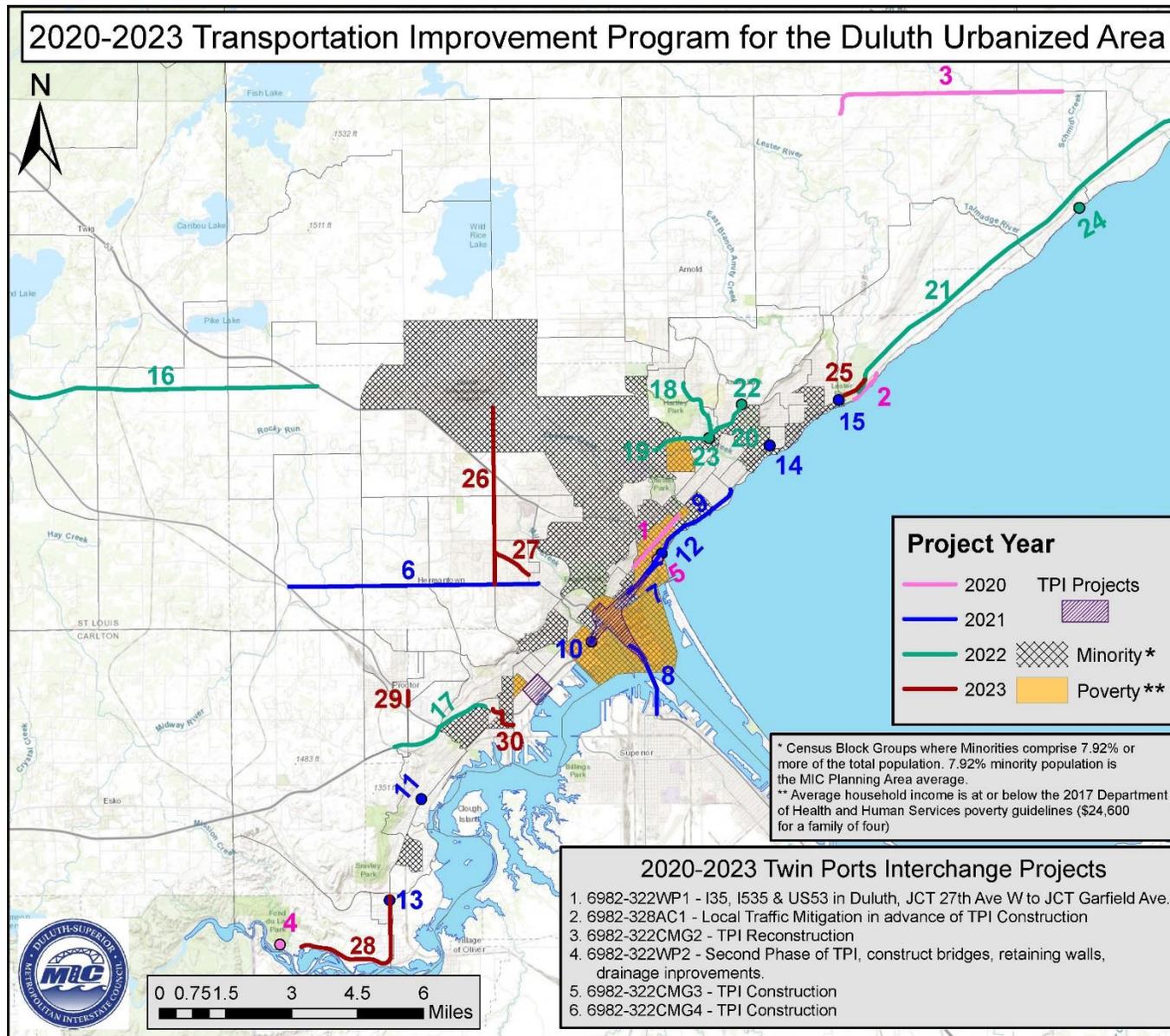
Therefore, Environmental Justice/Community Impact Assessment is a public policy goal of ensuring that negative impacts resulting from government activities do not fall disproportionately on minority or low-income populations. While it is difficult to make significant improvements to transportation systems without causing impacts of one form or another, the concern is whether proposed projects negatively affect the health or environments of minority or low-income populations. In the past, the impacts on these groups were often overlooked as potential criteria for project evaluation.

A community impact assessment highlights those transportation projects that could potentially have a negative impact on disenfranchised neighborhoods. Map 3 on the page 26 identifies the high-concentration areas of minority and low-income populations in the Duluth metro and shows their location relative to the projects that are listed in this TIP. 33 projects are at least partially located in these areas, most of which are basic resurfacing, infrastructure rehabilitation projects, safety, or ITS projects that will have no significant alterations beyond the existing road widths and are expected to benefit those areas.

MnDOT's Twin Ports Interchange project is a multi-year project with a very large investment that is anticipated to have impacts on the adjacent neighborhoods. The current infrastructure is one that has historically had an impact to the economics of the Lincoln Park Business district and poses a continued threat from reconstruction. When the interstate was built, the Lincoln Park Business District was bypassed with circuitous exit ramps leading into the area. When this happened, the neighborhood lost connections and traffic that was vital to its success. Some areas of the current infrastructures make for an unpleasant environment and has created areas that people consider unsafe. An expected positive of the project is ungraded infrastructures that should reduce the number of large freight trucks moving through the commercial district from the Port area. Design, access, and landscaping may help mitigate some negatives of the project,

but details are not known yet. The MIC would suggest continued coordination from MnDOT with the neighborhood on coming up with mitigation strategies, as well as reviewing and incorporating recommendations from the 2016 Lincoln Park Multimodal Transportation Study.

Map 3: Project Locations and Concentrations of Minority and Low-Income Populations



- TIP Projects by Year**
- 2020 TIP Projects**
- 3rd Street Repairs: Mill & Overlay, Storm Sewer Repairs, Curb & Gutter and ADA
  - Brighton Beach (Lakewalk Extension): Construct Multi-Use Path
  - N Tisher Rd/Lismore Rd - Mill, Reclaim, Bituminous Resurfacing
  - Highway 23, Construct 134th Ave W
  - Lake Ave/I-35 Bridge Work
- 2021 TIP Projects**
- Morris Thomas Rd Bituminous Resurfacing and Culvert Repairs
  - Railroad St - Bituminous Resurfacing
  - Blatnik Bridge Painting
  - I-35 Technology Upgrade
  - \*10. I-35 Drainage Improvements and Fencing
  - \*11. MN 23 Gegebic Creek Culvert Repair
  - \*12. I-35: Repair Drainage System Under Lakewalk
  - \*13. MN 23 US Steel Creek Culvert Repair
  - \*14. N 40th Ave, Install Gates/Flashing Lights
  - \*15. 60th Ave, Install Gates/Flashing Lights
- 2022 TIP Projects**
- MN-194 Pavement Preservation
  - Thompson Hill Highway Reconstruction
  - Woodland Ave Pavement Preservation and Intersection Improvement
  - Arrowhead Road Pavement Preservation
  - Snively Road Pavement Preservation and Intersection Improvement
  - MN 61 Expressway Knife River to Highway 61 Mill and Overlay
  - \*22. Intersection of Snively Rd/Glenwood St 2 Projects
  - \*23. Woodland Ave Intersection with Arrowhead Rd
  - \*24. French River Wayside Rehab Project
- 2023 TIP Projects**
- Hwy 61 Concrete reconditioning of Superior St
  - Haines Rd Resurfacing from Thomas Rd to Airport Rd
  - Piedmont Ave Resurfacing from Haines Rd to Chambersburg Ave
  - Hwy 23 - 130th Ave to Becks Rd Reconditioning
  - Construct Sidewalk on Boundary Ave in Proctor
  - Construct Cross City Trail Segment 3 from Irving Park to Keene Creek Park
- \* Projects Listed as a Point

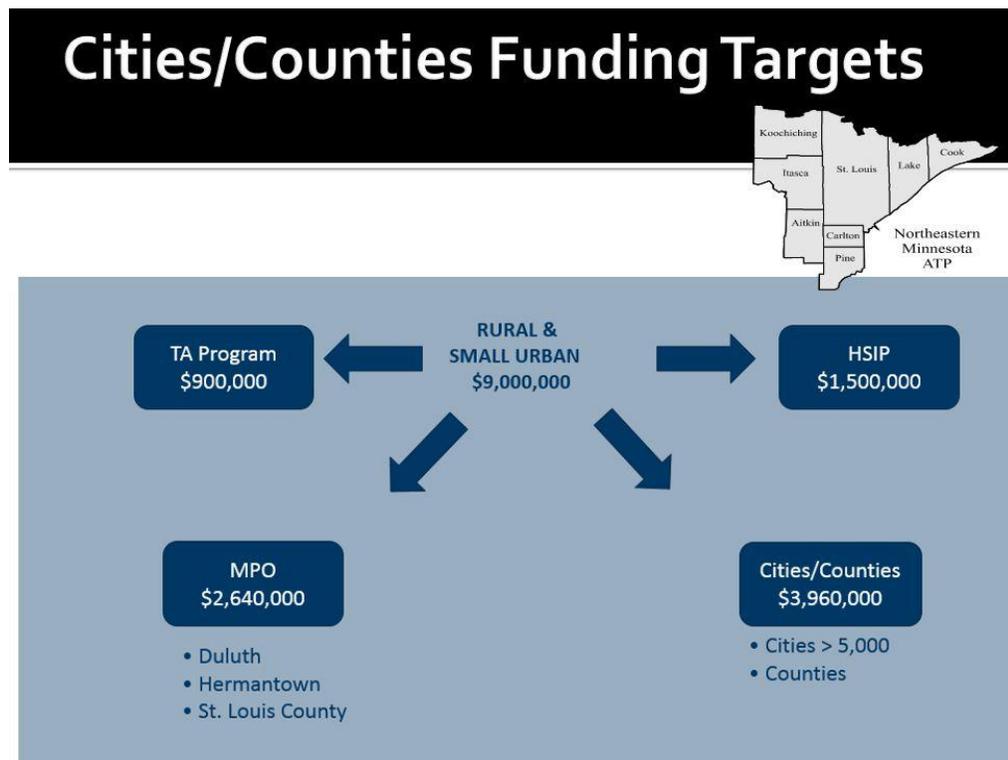
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As the federally designated MPO for the Duluth-Superior metropolitan area, the MIC must demonstrate fiscal constraint when programming funding for projects in the TIP. Under 23 CFR § 450.326(j), the MIC is required to include a financial plan for the projects being programmed in the TIP, as well as demonstrate the ability of its jurisdictions to fund these projects while continuing to also fund the necessary operations and maintenance (O&M) of the existing transportation system. To comply with these requirements, the MIC has examined past trends regarding federal, state, and local revenue sources for transportation projects in the area to determine what levels of revenue can be reasonably expected over the 2020-2023 TIP cycle. The resulting revenue estimates were then compared with the cost of the projects in the TIP, which are adjusted for inflation to represent year-of-expenditure.

### Federal Funding Levels

Federally funded transportation projects within the MIC area are programmed regionally through the NE MN ATP process (see page 14 for more information). The NE MN ATP receives a targeted amount of federal funding for the northeast Minnesota region which is further directed using a state-established formulae and funding targets. Although subject to flexibility, these targets are used during development of the Duluth Area TIP, the NE Minnesota ATP, and the MN state STIP to help establish the priority list of projects. Figure 2 below identifies the breakdown of funding targets set by MnDOT to be used in the solicitation process for 2022 (not all FHWA funds spent).

**Figure 2:**  
Annual  
Funding  
Target –  
MIC & NE  
MN ATP



### Trends in Federal Transportation Funding

Figure 3 below compares the levels of federal funding being programmed in the 2020-2023 NE MN ATIP with the ATIPs of previous years for all FHWA funding. Federal funding for the region is higher in this year’s TIP because of programming large MnDOT projects in the MPO.

**Figure 3: Comparison of Past Federal Funding – MIC & NE MN ATP**



### Financial Plan: Highway Investments

Table 8 on page 30 represents the Duluth Area’s financial plan for funding the highway projects being programmed in the 2020-2023 Duluth Area TIP. The table identifies individual funding sources as specified by each of the jurisdictions to be expected and available during the next four years.

#### Assessment of Fiscal Constraint

The MIC has assessed the ability of the area’s highway jurisdictions to meet their financial commitments with regards to the projects being programmed in the TIP while also continuing to fund their ongoing operations and maintenance (O&M). To demonstrate fiscal constraint, project costs were compared with budget data from previous years. Although MnDOT District 1 projects in the MPO are expected to be higher than historic averages, it can be expected to be funded via shifting statewide funds and using bonds to pay for very large projects. Project costs have been adjusted to reflect an inflation rate of 5% per year (as they are also presented in the project tables on pages 9-12) to account for the effects of inflation at the year of expenditure. Revenue estimates were held flat over this same period, as budget increases cannot be reasonably assumed at this time.

Table 6 on page 29 provides expected annual average revenue levels for the Duluth Area jurisdictions based on the expenditures of recent years. The O&M column represent all

roadway expenditures short of any major rehabilitation (including seal coating, street lighting, snow removal, etc.), while Capital Outlay represents expenditures related to the rehabilitation or construction of roads. These averages are compared against the 2020-2023 TIP project costs in Table 7 to show that project costs in the TIP do not exceed the revenue levels expected for capital outlay, and that jurisdictions will also continue to have the financial capability to carry out general system maintenance beyond the funds directed to those TIP projects. MnDOT's projects do however show a much higher expense in the next four years than historic revenues due to very large infrastructure reconstruction. In this rare case, MnDOT can be expected to fund their projects via shifting statewide funds and using bonds to pay for very large projects.

**Table 6: Funding for Streets and Highways in Recent Years (millions of dollars)**

Jurisdiction	2015		2016		2017		2018		Annual Avg	
	O&M	Capital Outlay								
MnDOT Dist 1*	23.1	12.7	24.5	13.5	26.2	14.00	28.1	14.9	\$25.48	\$13.78
St. Louis County*	35.9	43.6	35.2	46.4	36.0	43.3	35.1	44.0	\$35.55	\$44.33
City of Duluth	11.6	0	11.9	6.9	12.6	8.8	13.2	16.3	\$12.33	\$8.00
City of Hermantown	0.6	0	0.7	0	0.7	0	0.8	0	\$0.70	\$0.00
<b>TOTAL</b>	<b>\$71.20</b>	<b>\$56.30</b>	<b>\$72.30</b>	<b>\$66.80</b>	<b>\$75.50</b>	<b>\$66.10</b>	<b>\$77.20</b>	<b>\$75.20</b>	<b>\$74.05</b>	<b>\$66.10</b>

Source: Minnesota Office of State Auditor Summary Budget Data (2015-2018); MnDOT District 1

\* Jurisdiction area is beyond the MPO boundary

**Table 7: Total Project Costs: 2020-2023 Duluth Area TIP (millions of dollars)**

Total Project Costs: 2020-2023 Duluth Area TIP								
Jurisdiction	2020	2021	2022	2023	2020-2023 TIP (4-year total)	EXPENSES		REVENUES
								Avg. Expend.
						O&M	Capital Outlay	(4 years)
MnDOT Dist 1*	\$ 13,765,370	\$ 228,985,012	\$ 25,620,000	\$ 4,700,000	\$ 273,070,382	\$ 102	\$ 55	
St. Louis County*	\$ 3,903,825	\$ 3,000,000	\$ 4,470,000	\$ 3,972,500	\$ 15,346,325	\$ 142	\$ 177	
City of Duluth	\$ 1,995,542	\$ 1,717,150	\$ 1,768,750	\$ 2,460,000	\$ 7,941,442	\$ 49	\$ 32	
City of Hermantown	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3	\$ -	
<b>TOTAL</b>	<b>\$ 19,664,737</b>	<b>\$ 233,702,162</b>	<b>\$ 31,858,750</b>	<b>\$ 11,132,500</b>	<b>\$ 296,358,149</b>	<b>\$ 296</b>	<b>\$ 264</b>	

**Table 8: Highway Funding Plan: 2020-2023 Duluth Area TIP (millions of dollars)**

Funding Source	MnDOT Dist. 1	St. Louis Co.	Duluth	TOTAL
Fed - STBGP 5K 200K	\$1.36	\$5.20	\$5.40	<b>\$22.96</b>
Fed - NHPP	\$48			<b>\$48.00</b>
Fed - HSIP	\$1	\$2		<b>\$3.00</b>
Fed - TA	-	\$0.80	\$0.60	<b>\$1.40</b>
State Funding	\$12.95	-	-	<b>\$12.95</b>
State Bonding	\$180.80		-	<b>\$180.80</b>
Local Funding	\$9	\$7.30	\$2	<b>\$80.50</b>
<b>2020-2023 TIP (4-year total)</b>	<b>\$253.34</b>	<b>\$15.30</b>	<b>\$8.00</b>	

## Financial Plan: Transit Investments

Table 11 on page 31 represents the Duluth area's financial plan for funding the transit projects listed in the 2020-2023 Duluth Area TIP. The table identifies specific sources of funding that the DTA has determined to be reasonably expected and available during the next four years.

### Assessment of Fiscal Constraint

The MIC has assessed the ability of the DTA to meet their financial commitments with regards to the transit investments being programmed in the TIP while also continuing to fund their ongoing O&M. The costs of these investments have been adjusted to reflect an inflation rate of 2.1% per year (as they are also presented in the project tables on pages 9-12).

In general, revenue estimates were not adjusted for inflation, as significant budget increases cannot be reasonably assumed at this time. With that said, however, the DTA has the legal authority to collect up to \$2.3 million/year more in local tax levy than the average \$1.4 million they are currently collecting. This gives the DTA some buffer against annual fluctuations in fuel and maintenance costs.

Table 9 shows the DTA's average annual funding levels based on historical expenditures. When compared with the funding requests shown in Table 10, the DTA's programmed investments for years 2020-2023 are expected to be higher than historic spending due to commitments from MnDOT. The increase is mainly in the operations and maintenance category.

A 2-year pilot program funded through MnDOT has allowed the DTA to expand service and introduce several new routes within the Duluth area. The service expansion is programmed in the TIP for 2020 and 2021. After the grant funding runs out there is no funding plan in place to sustain that expanded service. Additional funding may be needed to continue providing service to those areas being served during the pilot program.

**Table 9: Funding for Transit in Recent Years (millions of dollars)**

Expenditure	2015	2016	2017	2018	Annual Avg.
Operations & Maintenance	11.65	11.67	14.70	15.80	13.46
Capital Outlay	.9 (+20M for DTC)	0.88	2.70	3.14	1.91
Bus Purchases	0	4.71	5.70	0.82	2.81
<b>TOTAL</b>	<b>\$12.55</b>	<b>\$17.26</b>	<b>\$23.10</b>	<b>\$19.80</b>	<b>\$18.18</b>

DTC and MnDOT Pilot Expansion money taken out due to an unusual inflation in funding

**Table 10: Total Costs by Project Type: 2020-2023 Duluth Area TIP (millions of dollars)**

Source	2020	2021	2022	2023	EXPENSES	REVENUES
					2019-2022 TIP (4-year total)	Avg. Expend. (4 years)
Operations & Maintenance	16.25	16.44	16.63	16.80	\$66.12	\$16.53
Capital Outlay	1.90	1.95	0.45	0.45	\$4.75	\$1.19
Bus Purchases	0	4.70	1.65	1.65	\$8.0	\$2.0
<b>TOTAL</b>	<b>\$18.2</b>	<b>\$22.1</b>	<b>\$18.7</b>	<b>\$18.7</b>	<b>\$77.7</b>	<b>\$19.43</b>

MnDOT Pilot Expansion money taken out due to an unusual inflation in funding

**Table 11: Transit Funding Plan: 2020-2023 Duluth Area TIP (millions of dollars)**

Source	2020	2021	2022	2023	4 Yr. Total
FTA	\$1,040,000	\$1,760,000	\$1,360,000	\$2,652,000	\$6,812,000
FHWA	\$1,480,000	\$3,756,000	\$1,320,000	\$4,456,000	\$11,012,000
<b>Fed Total</b>	<b>\$2,480,000</b>	<b>\$5,516,000</b>	<b>\$2,680,000</b>	<b>\$7,108,000</b>	<b>\$17,784,000</b>
Other (state & local)	\$14,630,000	\$15,569,000	\$15,050,000	\$16,984,000	\$62,234,000
<b>Total</b>	<b>\$23,454,000</b>	<b>\$21,085,000</b>	<b>\$17,730,000</b>	<b>\$24,092,000</b>	<b>\$97,842,000</b>

The MIC is committed to being a responsive and participatory agency for regional decision-making. Every year, the public is given a continuous opportunity to view all TIP related materials on the MIC website (dsmic.org) and provide comment via phone and/or email. Prior to project solicitation, the MIC encourages eligible jurisdictions to submit projects that have had or will have some level of public input. This information then becomes part of the criteria used to prioritize TIP project submittals.

The MIC annually reaffirms its dedication to transparency and outreach in the TIP process and evaluates its public involvement efforts every year. From year to year, some of the outreach activities chosen may be more proactive or more targeted than in other years, based on the projects that are being programmed. However, the core objectives remain the same: transparency, public awareness, and open access to the planning process for all those who are interested.

### 2020-2023 Duluth Metro TIP Public Participation Summary

The MIC began the 2020-2023 TIP process with the development of a public engagement strategy that identified the actions listed in Table 12 below. The table shows the actions that were taken and explains the reasons for any deviations from the original strategy.

**Table 12: Public engagement strategy and implementation**

TIP Public Engagement Strategy: Identified Strategy Actions and Dates	Implementation Status
<p><b><u>October 2018 – November 2019</u></b></p> <p><b>1. Commencement of TIP cycle</b></p> <p>a) Conduct initial communications and update TIP engagement strategy.</p> <p>b) Update TIP solicitation application to include question on ADA transition plans</p>	<p>1.a <b>Completed</b> as planned.</p> <p>1.b <b>Completed</b> as planned.</p>
<p><b><u>December 2018 - March 2019</u></b></p> <p><b>2. Project solicitation</b></p> <p>a) Announce start of project solicitation period at November/December TAC, MIC and DTA meetings; explain application materials/process (introduce project timeline).</p>	<p>2.a <b>Completed</b> as planned.</p>

**(Table 12 Continued)**

- b) Publish jurisdictions' project applications up on the MIC website.
- c) Send notice to MIC mailing list contacts.
- d) Posted informational display in Downtown Skywalk that includes photos and map of project locations.

**3. Project Scoring**

- a) Emphasize "public involvement" category as part of project scoring criteria and report public comments to date prior to TAC and MIC boards prior to project scoring activity at March TAC and MIC meetings.

**April 2018 - May 2018****4. Drafting/Releasing the TIP**

- a) Document includes maps of project locations and community impacts
- b) Distribute draft TIP document to TAC and MIC members prior to September meetings (where draft will be presented for approval).
- c) Post Draft TIP on MIC website.
- d) Publish legal notice in Duluth News Tribune, commencing 30-day Public Review period;
- e) Publish blog article to notify and solicit comment on the draft TIP document.
- f) Hold a MIC office open house to invite people to come and discuss the projects in the draft TIP.
- g) Consult with state and federal agencies.
- h) Report public comments at September TAC and MIC meetings prior to approval.
- i) Present Final TIP to MIC Policy Board for approval.

2.b **Completed** as planned.

2.c, 2.d **Completed**. Project information was included in February MIC mailings. Advertised proposed projects with a poster in the downtown Skywalk during the month of February/March.

3.a **Reported** to TAC and MIC members all public comments received during the initial public comment period.

4.a **Completed**. Maps on pp. 13 and 25

4.b **Completed**. The Draft TIP was sent to TAC and MIC members for review in May.

4.c and 4.d **Completed**. Following TAC and MIC approval, the draft was posted on the MIC's website. A legal notice of the official review period was published in the Duluth News Tribune May 19<sup>th</sup>.

4.e **In the works**. Open houses will be held Wednesday, June 12th, from 7am-9am, 11am-1pm and 4pm-6pm at ARDC offices.

4.f **To be completed**. Draft document e-mailed to contacts at MnDOT, FHWA and FTA.

4.g **To be completed**. Staff reported on public comments received during development of the TIP.

4.h **To be completed**. Final TIP is scheduled to be presented for Policy Board approval at its June 19, 2019 meeting.

## Public Comments Received

In the month of March 2019, a TIP public open house was conducted at the Holiday Center for the new projects that were being submitted to the TIP for federal funding in FY 2023. Several comments were received from these efforts and are summarized in Table 13 on the following pages.

Upon release of the Draft 2020-2023 Duluth Area TIP in May for the official 30-day public review period, several outreach efforts were initiated. First, the draft was posted on the MIC’s website, and a legal notice was published in the Duluth News Tribune. The MIC staff will hold a TIP “Open House” at the ARDC offices in Downtown Duluth to take public comment on the final draft.

The MIC received several comments at the March public open house which can be read in the public comment log (Table 13) found on the following pages. Comments from previous TIP documents and outreach efforts were also included as they are still relevant to projects listed in this TIP.

**Table 13: Comments Received Through TIP Public Outreach Efforts**

Date Received	Type	Comment	Response
3/12/19	Comment form/ In-person	I think this is a great idea. I hope it happens soon.	Informed person their comment would be reported to the appropriate agency engineers, and to TAC and MIC board members
3/12/19	Comment form/ In-person	Think need better roads.	Informed person their comment would be reported to the appropriate agency engineers, and to TAC and MIC board members
3/12/19	In-person	Park point resurfacing. Why these specific roads, were they the worst ones? Haines Rd: Where did the last reconstruction project end?	Informed person their comment would be reported to the appropriate agency engineers, and to TAC and MIC board members
3/12/19	In-person	Where does funding for all these roads come from?	Informed person their comment would be reported to the appropriate agency engineers, and to TAC and MIC board members
3/12/19	In-person	Public input goes down to the last minutes and gets dicey. Appreciates the advance notice.	Informed person their comment would be reported to the appropriate agency engineers, and to TAC and MIC board members

## Monitoring Progress

The MIC has the responsibility of monitoring and documenting the progress of projects listed in the TIP each year. Specifically, the MIC is asked to note changes in priorities from prior years, as well as list the major projects from the previous TIP that have been either implemented or significantly delayed.

The MIC conducts this monitoring process throughout the year through regular contact with jurisdictions, by being an active participant in the ATP Work Group, and by regularly attending the ATP meetings. In addition, MIC staff receive updates on projects at their annual fall “pre-application” meetings with the jurisdictions to discuss the upcoming TIP project solicitation cycle. Each jurisdiction is also asked to update the status of their projects in the summer in conjunction with putting together the Draft TIP.

The priorities for the region have not changed much over the years. Preservation of the existing transportation system remains the top priority. This is reflected in the fact that the bulk of the projects listed in the TIP involve the reconstruction or rehabilitation of existing infrastructure. Under the preservation category, a focus has been placed on improving/restoring MnDOT’s trunk highway system, as well as the county and local systems.

The status of the projects programmed in the previous years’ TIP (the 2019-2022 Duluth Area TIP), have been updated with this TIP (2020-2023 TIP). Projects programmed for FY 2019, however, are presently being constructed and are dropping out of this updated TIP. Table 14 on the following page provides a status report on those projects.

Table 14: FY 2019 Projects Status Report (as of 5/15/19)

State Project ID	Agency	Route System	Est. Length (Miles)	Project Type	Project Description	Original Program Year	Fund	Fed \$ (Non-AC)	State T.H. or Bond \$	Other \$	Project Total \$	Current Planned Year	Status
6941-08	MnDOT	MN 39	0.9	Road/Ped	MN 39 IN DULUTH JCT MN 23 TO W. END BR# 6544 RECONSTRUCT, DRAINAGE IMPROVEMENTS, MILL & OVERLAY, ADA	2019	STBGP<5K	\$ 1,440,000	\$ 360,000	\$ -	\$ 1,800,000	2019	Project under way
6982-322WP1	MnDOT	I-35	1.09	Road/Bridge	I-35, I-535 & US 53 IN DULUTH, 0.16MI. S JCT 27TH AVE W TO JCT GARFIELD AVE. TWIN PORTS INTERCHANGE CONSTRUCTION(TPI).(ASSOC. 6980-60) (US 53 6915-136) WORK PACKAGE #1 FREIGHT PORTION	2019	NHFP	\$ 1,530,000	\$ 170,000	\$ -	\$ 1,700,000	2019	Project under way
6982-328WP1	MnDOT	I-35	NA	Road/Bridge	I-35 IN DULUTH, TWIN PORTS INTERCHANGE, LOCAL TRAFFIC MITIGATION, CPR/INTERSECTION IMPROV GARFIELD AVE & RR ST. PAVE REHAB 27TH AVE TRAFFIC MITIGATION ON LOCAL SYSTEM	2019	NHFP	\$ 1,320,000	\$ 146,667	\$ -	\$ 1,466,667	2019	Project under way
6982-328NWP1	MnDOT	I-35	NA	Road/Bridge	I-35 IN DULUTH, TWIN PORTS INTERCHANGE, LOCAL TRAFFIC MITIGATION, CPR/INTERSECTION IMPROV GARFIELD AVE & RR ST. PAVE REHAB 27TH AVE TRAFFIC MITIGATION ON LOCAL SYSTEM	2019	NHPP	\$ 240,000	\$ 53,333	\$ -	\$ 293,333	2019	Project under way
6982-322CMG1	MnDOT	I-35		Road/Bridge	**17NEW** TWIN PORTS INTERCHANGE, GMGC DELIVERY COST IN FY2019	2019	BF	\$ -	\$ 13,000,000	\$ -	\$ 13,000,000	2019	Project under way
8821-311	MnDOT	MN 61		Road	US 2 CORRIDOR FR. E. LIMITS LAPRAIRE TO 6 MI. E. GAWAN & MN 61 CORRIDOR FR. HOMESTEAD RD TO 0.6 M. S. PIGEON R. INSTALL SHLD RUMBLE STRIPS VARIOUS LOCATIONS	2019	HSIP	\$ 255,000	\$ 28,333	\$ -	\$ 283,333	2019	Project under way
6916-109	MnDOT	US 53	0.341	Road	**ST. LOUIS CO. IS LEAD** US 53 SB ONLY 0.2M NORTH & SOUTH OF JCT CSAH 7 BITUMINOUS OVERLAY. (MED TO 069-070-038)	2019	NHPP	\$ 80,000	\$ 20,000	\$ -	\$ 100,000	2019	Project under way
8821-320	MnDOT	Various	NA	Road	**SEC 164 DPS** SLC IS LEAD. DISTRICTWIDE SIGNAL REVISIONS, EMERGENCY VEHICLE PREEMPTION SYSTEMS(EVP)	2019	DPS	\$ 600,000	\$ -	\$ -	\$ 600,000	2019	Project under way
069-070-038	St. Louis County	CSAH 7/US 53		Road	D1 ST LOUIS COUNTY, JCT CSAH 7/US 53 CONSTRUCT J-TURN (TIED TO 6916-109)	2019	HSIP	\$ 350,000	\$ -	\$ 50,000	\$ 400,000	2019	Project under way
069-070-032	St. Louis County	Various	NA	Roadway	D1 ST LOUIS COUNTYWIDE, VARIOUS LOCATIONS, INSTALL 6-INCH EPOXY EDGE LINE STRIPES	2019	HSIP	\$ 117,000	\$ -	\$ 13,000	\$ 130,000	2019	Project under way
069-070-037	St. Louis County	Various	NA	Roadway	D1 ST LOUIS COUNTYWIDE, VARIOUS LOCATIONS, INSTALL INTERSECTION PAVEMENT MARKING	2019	HSIP	\$ 243,000	\$ -	\$ 27,000	\$ 270,000	2019	Project under way
069-606-025	St. Louis County	CSAH 6	3.5	Road	CSAH 6, MAPLE GROVE RD, FROM 800 FEET EAST OF CSAH 13, MIDWAY RD TO WESTBERG RD, FULL DEPTH RECLAMATION/FULL DEPTH PAVEMENT/REMOVAL BIT SURFACING, CURB & GUTTER, TURN LANES & SIDEWALK	2019	STBGP<5K	\$ 2,402,600	\$ -	\$ 1,497,400	\$ 3,900,000	2019	Project under way
069-598-065	St. Louis County	CR 293	0.01	Bridge	CR 293, OVER LESTER RIVER, FROM 0.4 MI S OF JCT LAVIS RD TO 0.3 MI S OF JCT LAVIS RD, REPLACE BR# 6666	2019	BROS	\$ 880,000	\$ -	\$ 220,000	\$ 1,100,000	2019	Project under way
118-178-006	City of Duluth	MSAS 178	1.4	Road	**MN134** MSAS 178 (DECKER RD) FROM PIEDMONT AVE TO MOUNTAIN SHADOW, MILL & OVERLAY, STORM SEWER REPAIRS	2018	STBGP 5k-200k	\$ 1,221,368	\$ -	\$ 2,505,342	\$ 3,726,710	2019	Project under way
118-080-063	City of Duluth	CLURE PUBLIC TERMINAL		Port	**SPPF** DULUTH PORT AUTHORITY INTERMODAL TERMINAL ON THE CLURE PUBLIC TERMINAL. EXTEND RR TRACKS, CONC PAVING, STORM WATER MANAGMENT, FENCING, LIGHTING. PROJECT IS USING (MHFP) FEDERAL FUNDING	2019	NHFP	\$ 1,900,000	\$ -	\$ 475,000	\$ 2,375,000	2019	Project under way
118-600-001	City of Duluth	MN 23	NA	Road	**TED** MN 23/KAYAK BAY RD IN DULUTH, INTERSECTION SIGNALIZATION.	2019	SF	\$ -	\$ 247,000	\$ 107,000	\$ 354,000	2019	Planned for 2019
118-090-018	City of Duluth	Cross City Trail	2.42	Bike/Ped	**MN146** CROSS CITY TRAIL PHASE 2, FROM IRVING PARK TO CARLTON STREET, CONSTRUCT TRAIL	2013	Demo	\$ 1,364,951	\$ -	\$ 384,000	\$ 1,748,951	2019	Under Construction
118-090-019	City of Duluth	Cross City Trail	0.5	Bike/Ped	**MN 146** CROSS CITY TRAIL, FROM DULUTH ZOO TO MUNGER TRAIL, CONSTRUCT TRAIL, REHAB 2 BRIDGES	2015	Demo	\$ 334,400	\$ -	\$ 200,000	\$ 534,400	2019	Project dropped from TIP, funding combined with Phase 2.
TRF-0016-19A	Duluth Transit Authority	NA	NA	Transit	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	2019	LF	\$ -	\$ -	\$ 899,000	\$ 899,000	2019	Project under way
TRF-0016-19B	Duluth Transit Authority	NA	NA	Transit	SECT 5307: DULUTH OPERATING ASSISTANCE	2019	FTA	\$ 991,000	\$ -	\$ 13,659,000	\$ 14,650,000	2019	Project under way
TRF-0016-19C	Duluth Transit Authority	NA	NA	Transit	SECT 5307: DULUTH BUS SUPPORT EQUIPMENT FACILITY (GAS TANK REPLACEMENT, PARKING LOT AND SIDEWALK REHAB AT OPERATIONS CENTER)	2019	FTA	\$ 1,039,296	\$ -	\$ 259,824	\$ 1,299,120	2019	Project under way
TRF-0016-19D	Duluth Transit Authority	NA	NA	Transit	SECT 5307: DULUTH PLANNING - COMPREHENSIVE OPERATIONS ANALYSIS	2019	FTA	\$ 160,000	\$ -	\$ 40,000	\$ 200,000	2019	Project under way
TRF-0016-19E	Duluth Transit Authority	NA	NA	Transit	DULUTH BUS SUPPORT EQUIPMENT FACILITY (ROOF AND HVAC REHAB AT OPERATIONS CENTER)	2019	FTA	\$ -	\$ -	\$ 2,440,000	\$ 2,440,000	2019	Project under way
TRF-0016-19F	Duluth Transit Authority	NA	NA	Transit	SECT 5307: DULUTH CAPITAL BUS STOP/ STATION/ TERMINAL UPDATES	2019	FTA	\$ 120,000	\$ -	\$ 30,000	\$ 150,000	2019	Project under way
TRF-0016-19G	Duluth Transit Authority	NA	NA	Transit	DULUTH TRANSIT AUTHORITY: PURCHASE TWO (2) RUBBER WHEELED TROLLEY REPLACEMENT BUSES	2019	FTA	\$ -	\$ -	\$ 1,076,000	\$ 1,076,000	2019	Purchase under way
TRF-0016-19T	Duluth Transit Authority	NA	NA	Transit	DULUTH TRANSIT AUTHORITY: PURCHASE TEN (10) STANDARD 40 FT. REPLACEMENT BUSES.	2019	STBGP 5K-200K	\$ 3,858,824	\$ -	\$ 964,706	\$ 4,823,530	2019	Purchase under way
TRF-0016-19Z0	Duluth Transit Authority	NA	NA	Transit	DULUTH: SFY 2019 GREATER MN NEW SERVICE EXPANSION OPERATING FUNDS (7/1/18-6/30/19)	2019	LF	\$ -	\$ -	\$ 1,794,000	\$ 1,794,000	2019	Project under way
TRF-0016-19ZC	Duluth Transit Authority	NA	NA	Transit	DULUTH: SFY 2019 GREATER MN NEW SERVICE EXPANSION CAPITAL FUNDS (7/1/18-6/30/19)	2019	LF	\$ -	\$ -	\$ 100,000	\$ 100,000	2019	Project under way
								\$ 20,447,439	\$ 14,025,333	\$ 26,741,272	\$ 61,214,044		

MIC Resolution Adopting the 2020-2023 Duluth Area TIP



## Common Acronyms

**AC** – Advance Construction  
**ADA** – Americans with Disabilities Act  
**ADT** – Average Daily Traffic  
**ARDC** - Arrowhead Regional Development Commission  
**AQ** - Air Quality  
**ATIP** - Area Transportation Improvement Program  
**BF** – Bond Funds  
**BR** – Bridge Replacement  
**BROS** - Bridge Replacement Off-system  
**CBD** - Central Business District  
**CMAQ** - Congestion Mitigation/Air Quality  
**CSAH** - County State Aid Highway  
**DTA** - Duluth Transit Authority  
**ELLA** - Early Let Late Award  
**EPA** - Environmental Protection Agency  
**FAST Act** – Fixing America’s Surface Transportation Act (2015)  
**FHWA** - Federal Highway Administration  
**FTA** - Federal Transit Administration  
**FY** - Fiscal Year  
**HPP** - High Priority Projects  
**HSIP** - Highway Safety Improvement Program  
**LF** – Local Funds  
**LRTP** - Long Range Transportation Plan  
**MAP-21** - Moving Ahead for Progress in the 21<sup>st</sup> Century (2012)  
**MIC** - Metropolitan Interstate Council  
**MnDOT** - Minnesota Department of Transportation  
**MPO** - Metropolitan Planning Organization  
**NE MN ATP** - Northeast Minnesota Area Transportation Partnership  
**NEPA** - National Environmental Policy Act  
**NHFP** - National Highway Freight Program  
**NHPP** - National Highway Preservation Program (formerly the NHS program)  
**NHS** - National Highway System program  
**NWRPC** - Northwest Regional Planning Commission  
**O&M** - Operations and Maintenance  
**SAFETEA-LU** - Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (2005)  
**SF** – State Funds  
**STBGP** - Surface Transportation Block Grants Program  
**STIP** - State Transportation Improvement Program  
**STP** - Surface Transportation Program  
**STRIDE** - Specialized Transportation RIDE  
**TA** - Transportation Alternatives (formerly Transportation Alternatives Program)  
**TAC** - Transportation Advisory Committee to the MIC  
**TAP** - Transportation Alternatives Program (formerly Transportation Enhancements program)  
**TCM** - Transportation Control Measures  
**TCP** - Transportation Control Plan  
**TDP** - Transportation Development Program  
**TH** - Trunk Highway  
**TIP** - Transportation Improvement Program  
**TSM** - Transportation System Management  
**VMT** – Vehicle Miles Traveled  
**WisDOT** - Wisconsin Department of Transportation

## Public Notice

### NOTICE OF 30-DAY PUBLIC COMMENT PERIOD

#### Draft 2020-2023 Transportation Improvement Program for the Duluth Metropolitan Area

The Duluth-Superior Metropolitan Interstate Council (MIC), located at the Arrowhead Regional Development Commission in Duluth, has prepared a Draft Fiscal Year 2020-2023 Transportation Improvement Program (TIP) for the Duluth Metropolitan Area. The Draft TIP lists all transportation projects in the greater metropolitan area that are recommended by the MIC Board to receive federal transportation funds for FY 2020-2023.

To view the Draft TIP online, visit <https://dsmic.org/planning/transportation-improvement-program/duluth2022-1/>.

**Public comments are being taken from May 19, 2019 through June 17, 2019 on the Draft TIP and the proposed projects.** To request a hard copy of the document, contact James Gittemeier, who is taking all public comments on the document, at [jgittemeier@ardc.org](mailto:jgittemeier@ardc.org) or (218)529-7556. (Free TTY services are available through Minnesota Relay at 800-627-3529). Comments and questions are welcomed for the duration of the public comment period.

Additionally, public information sessions will be held, from 7:00 a.m. to 9:00 a.m., 11:00 a.m. to 1:00 p.m. and 4:00 p.m. to 6:00 p.m. on Wednesday, June 12<sup>th</sup>, 2019 at the Arrowhead Regional Development Commission office, 221 West First Street, 2nd floor, Duluth, MN.

The Draft TIP, along with all comments received, will be considered for final approval at the MIC Board meeting on June 19<sup>th</sup>, 2019. The final version of the 2020-2023 TIP will list all transportation projects that have been planned and programmed for federal funding within the Duluth area for those four years.

Public comment is solicited for a 30-day period in accordance with the MIC's Public Involvement Plan for this Draft, as well as for the final TIP upon introduction of a major amendment. **The MIC's public participation process satisfies the Duluth Transit Authority's public participation requirements for the program of projects.**

*Published 5/19/19 Duluth News Tribune*

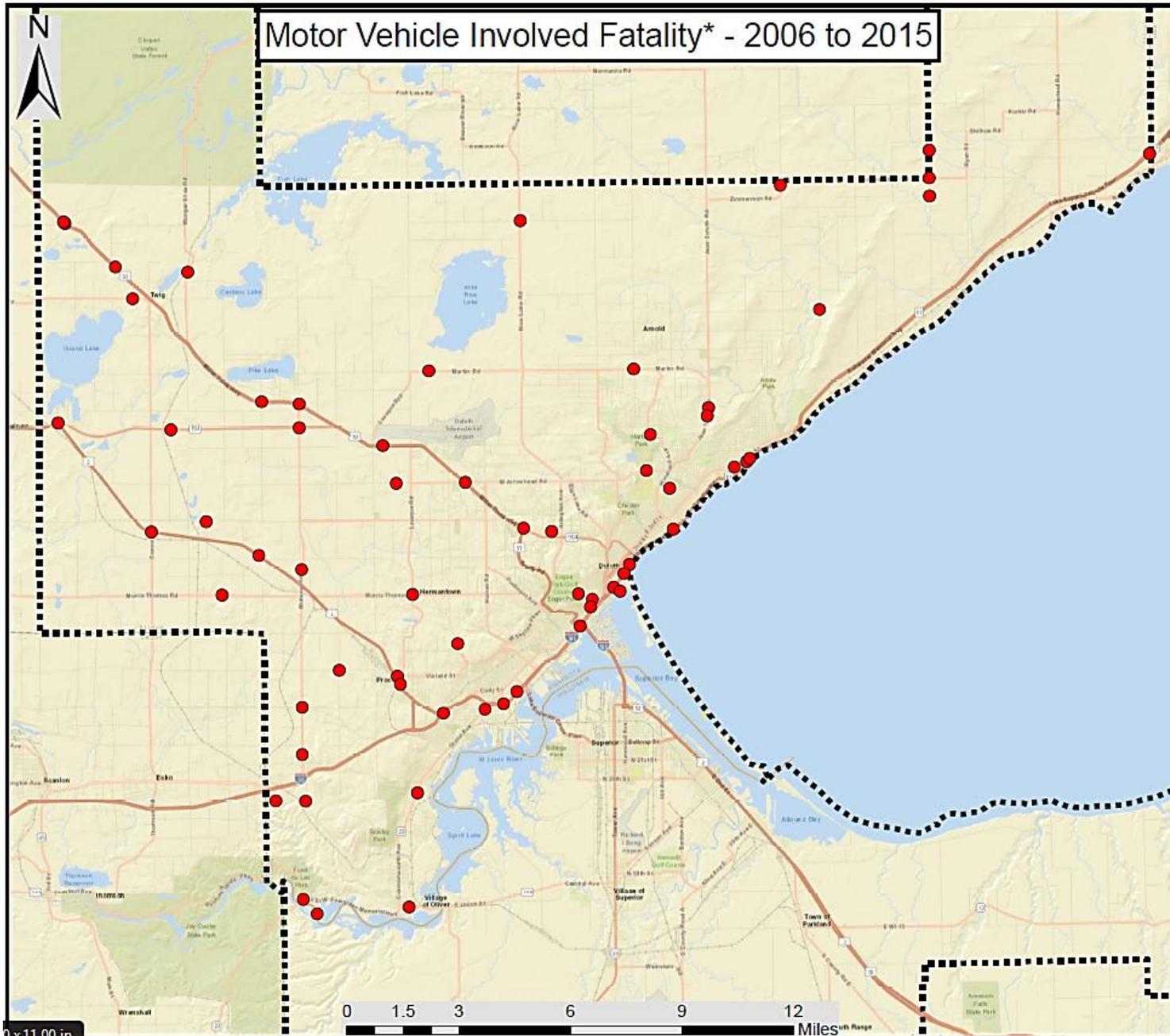
## Performance Measures Data for the Minnesota Side of the MIC Area

The following data has been provided by MnDOT with additional maps and graphs produced by the MIC using the MnDOT data.

### **PM 1 – Safety**

- *See maps on following pages.*





**Number of Fatalities Per Year**

- 2006 - 7
- 2007 - 11
- 2008 - 9
- 2009 - 9
- 2010 - 7
- 2011 - 2
- 2012 - 3
- 2013 - 6
- 2014 - 4
- 2015 - 8

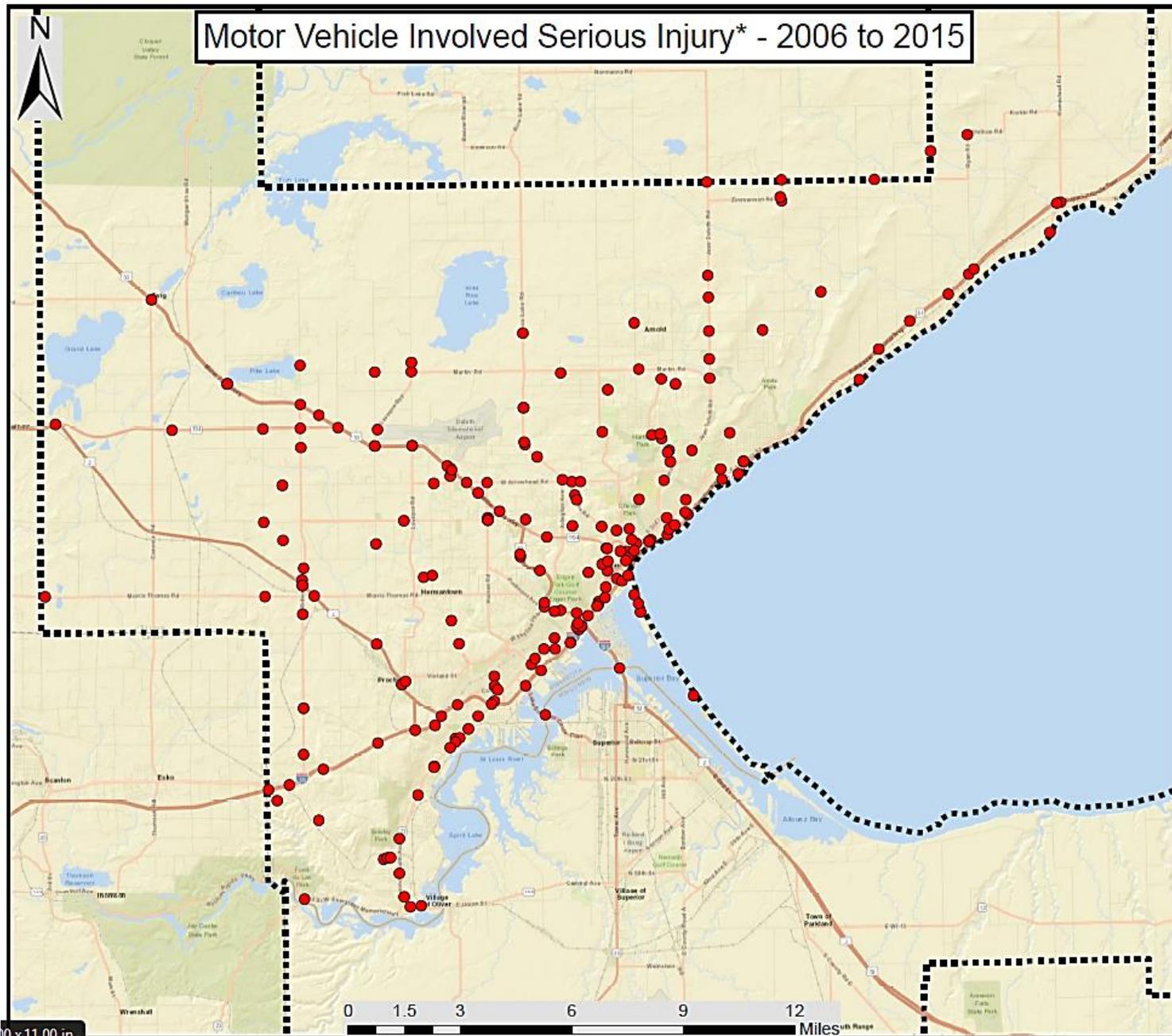
2006 - 2010 Average - 8.6  
 2011 - 2015 Average - 4.6

**Legend**

- Fatalities
- MIC Area



\* Bike and Ped Involved Fatality Included



Number of People with Serious Injury Per Year

- 2006 - 25
- 2007 - 39
- 2008 - 36
- 2009 - 18
- 2010 - 32
- 2011 - 24
- 2012 - 18
- 2013 - 17
- 2014 - 11
- 2015 - 24

2006 - 2010 Average - 30  
 2011 - 2015 Average - 18.8

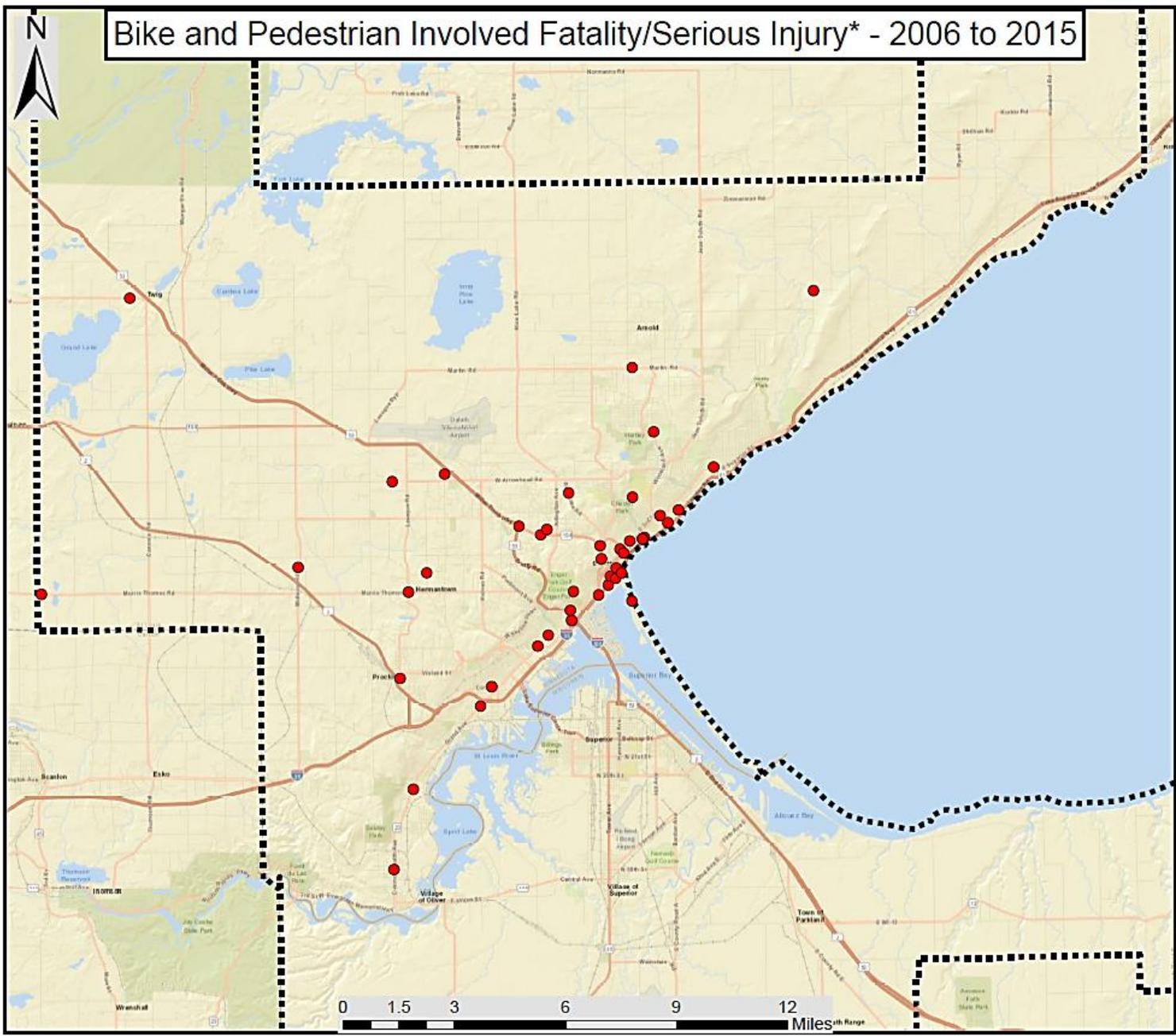
**Legend**

- Serious Injury
- MIC Area



\* Bike and Ped Involved Fatality Included

10 x 11.00 in



### Fatality and Serious Injuries Per Year

Fatalities - Serious	
2006 - 1	1
2007 - 0	7
2008 - 0	5
2009 - 2	5
2010 - 0	4
2011 - 2	2
2012 - 0	3
2013 - 1	3
2014 - 1	1
2015 - 3	4

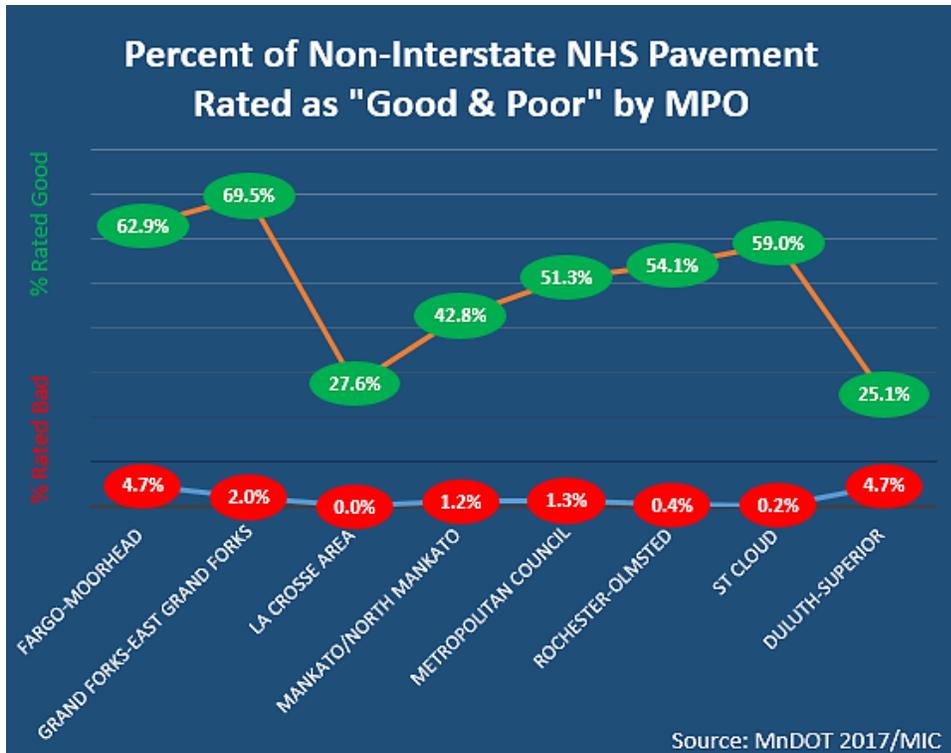
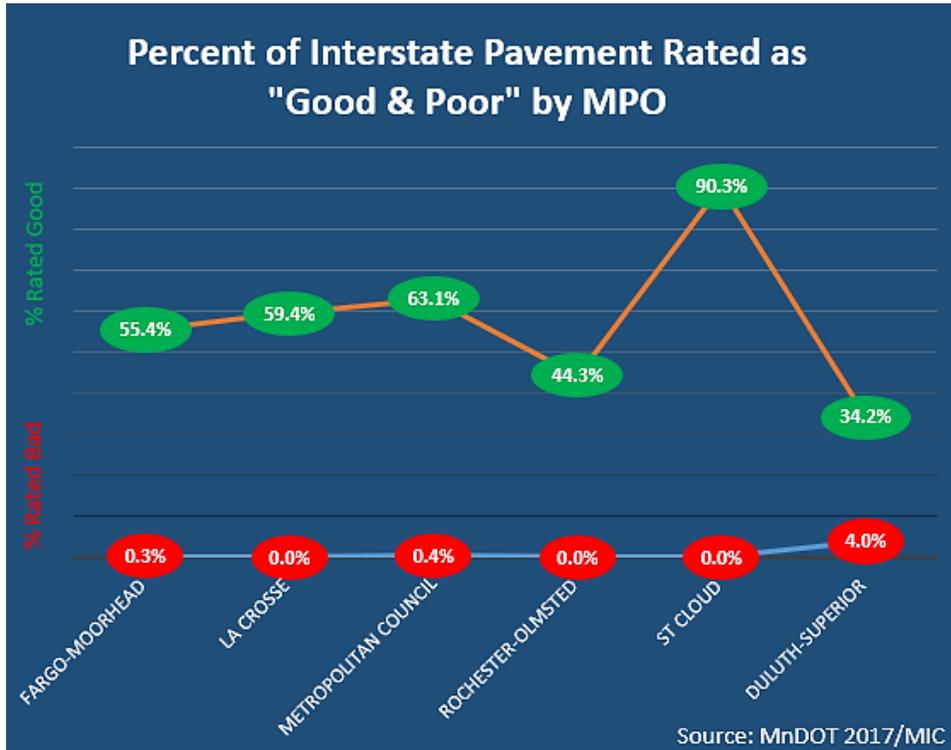
**Legend**

- Fatality/Serious Injury
- MIC Area

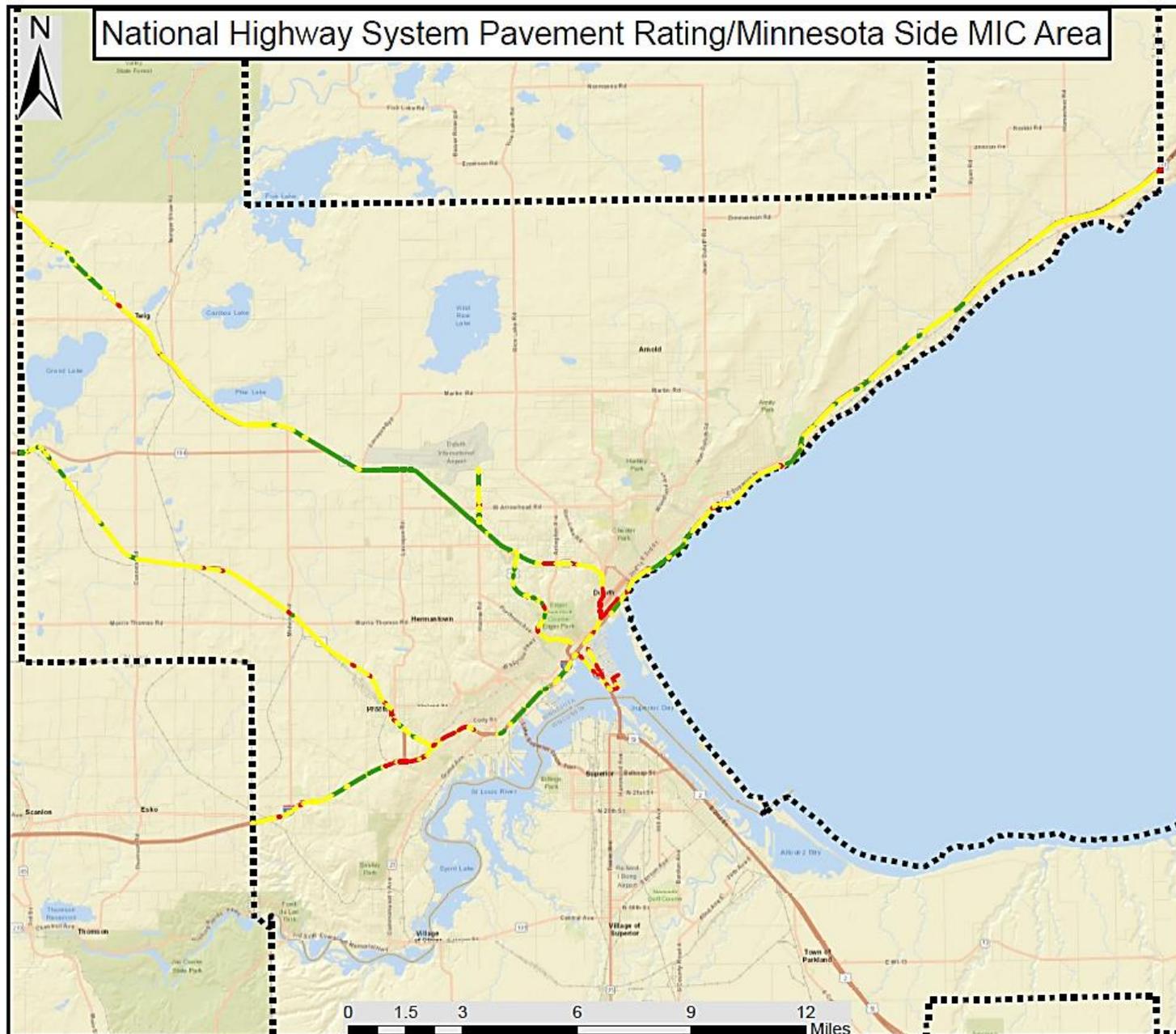


\* Bike and Ped Involved Fatality Included

PM 2 - NHS Pavement and Bridge Condition



- See map on following page



### Lane Miles by Rating

Good - 65 Miles  
Fair - 166 Miles  
Poor - 11 Miles

### Legend

#### Overall Rating

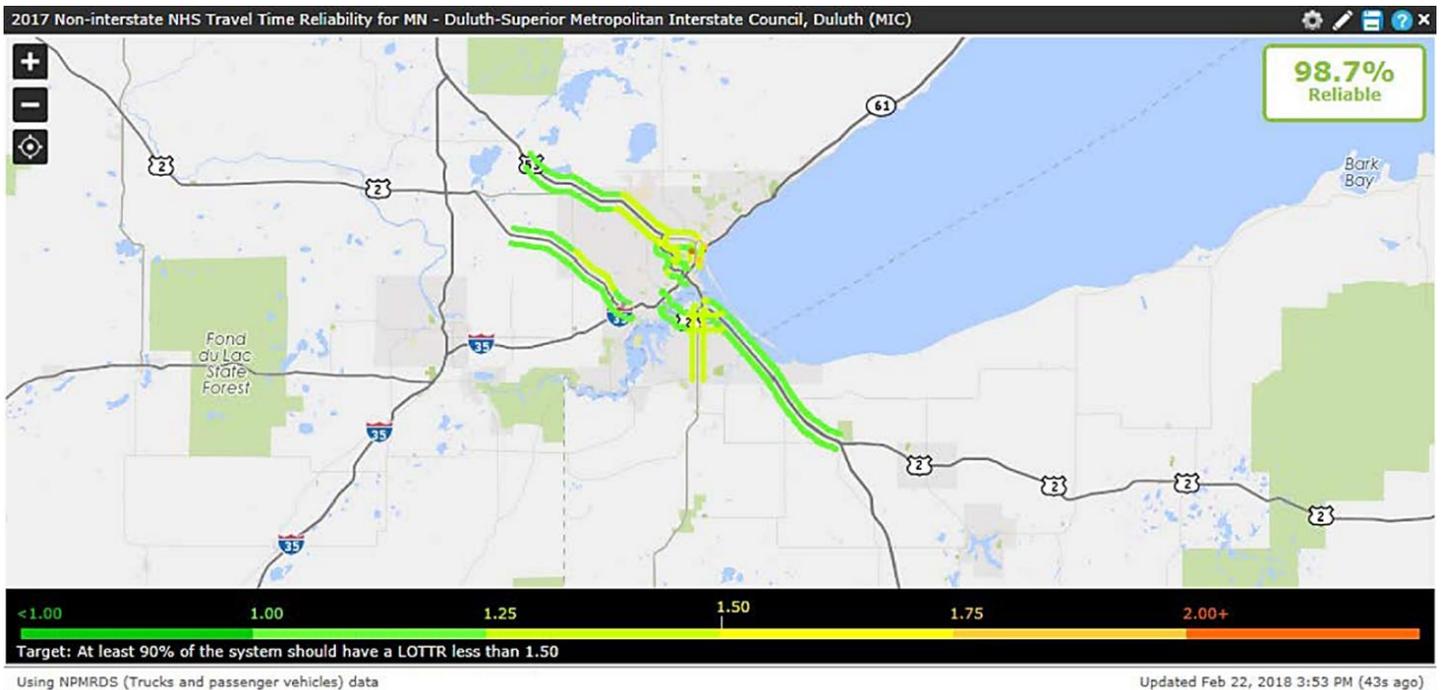
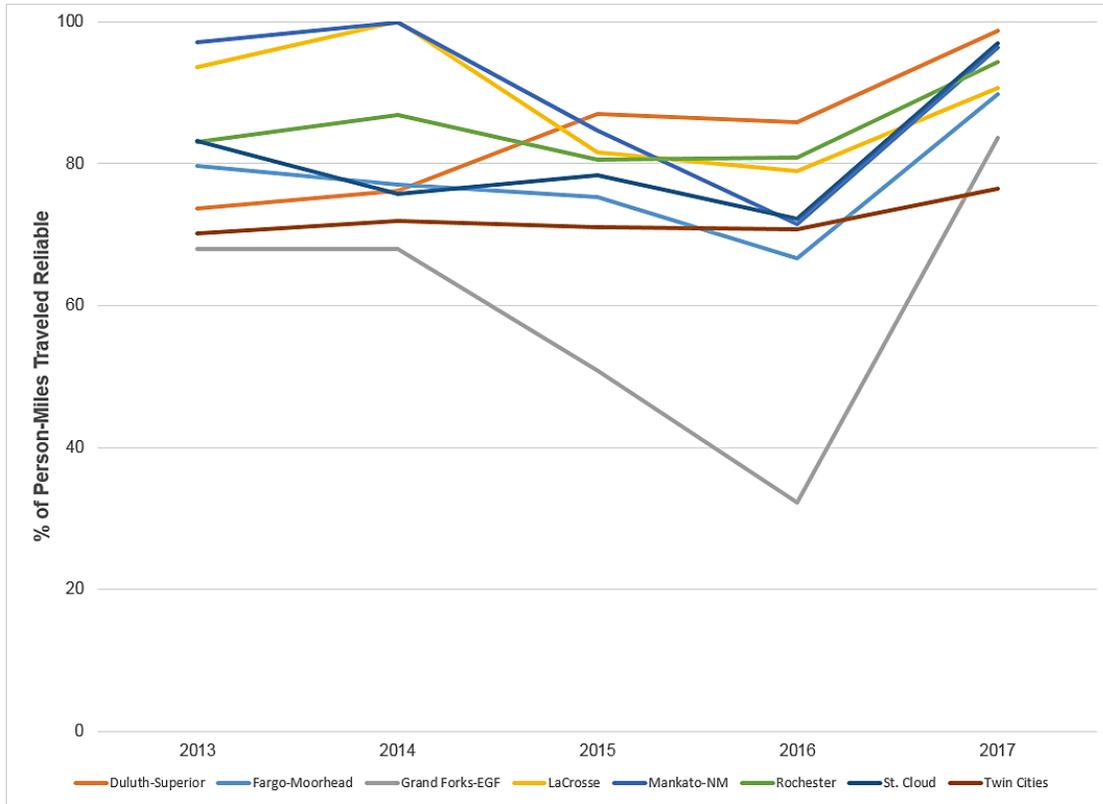
- Good
- Fair
- Poor
- DuluthSuperior\_Boundaries



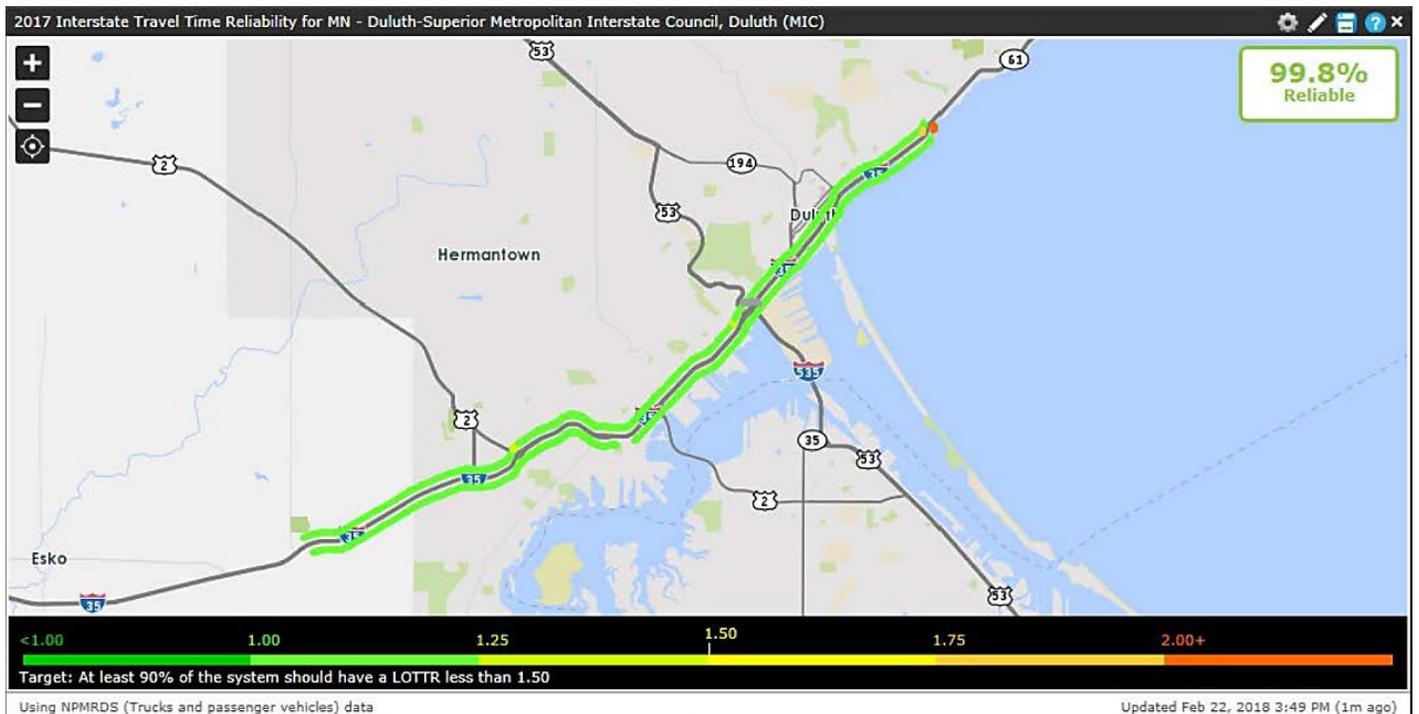
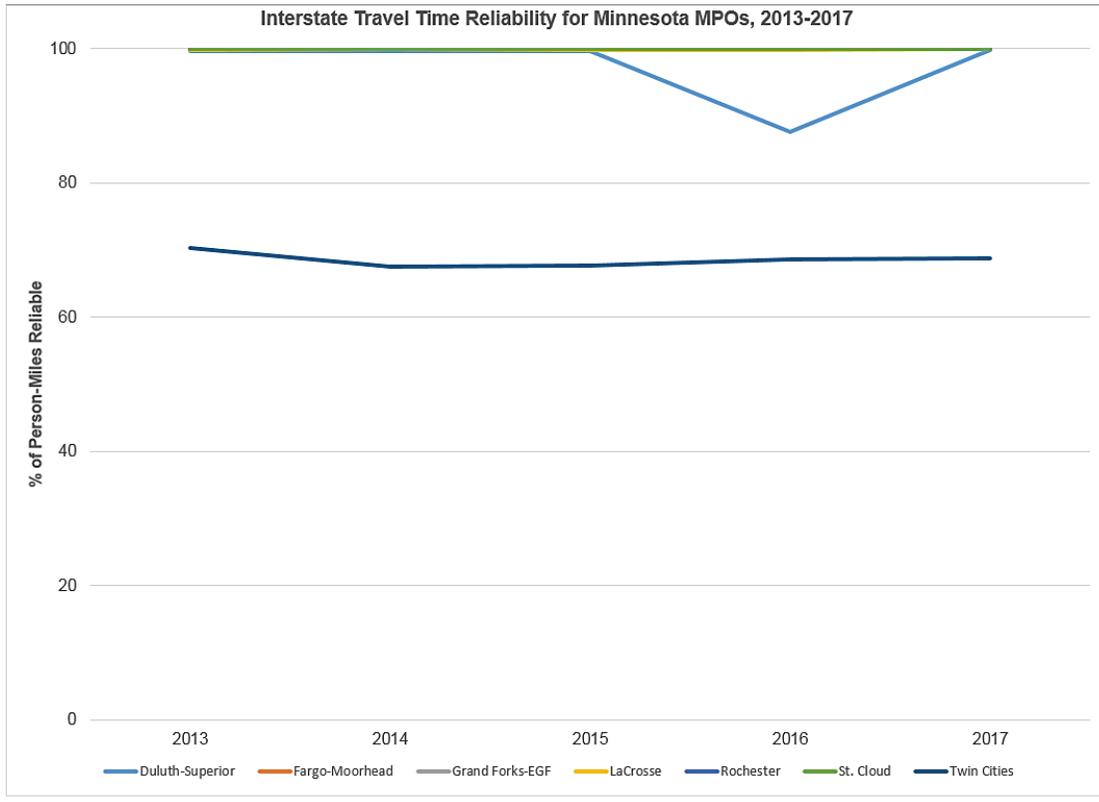
Source - MnDOT

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

Percent of Person-Miles Travel Reliability on Non-Interstate NHS by MPO



Percent of Person-Miles Travel Reliability on Interstate by MPO



Truck Travel Time Reliability Index by MPO

