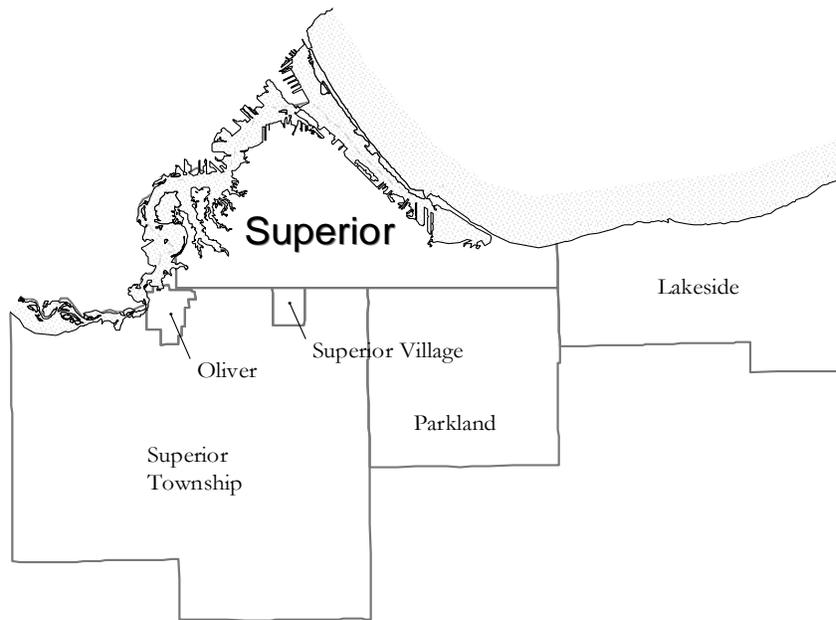


# 2020-2023 Transportation Improvement Program

For the Superior Urbanized Area



**Draft – August 2019**

For Public Release and Comment

Prepared by the  
Metropolitan Interstate Council

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



# 2020-2023 Transportation Improvement Program for the Superior Urbanized Area

Prepared by the

NWRPC



U.S. Department of Transportation  
**Federal Transit Administration**



U.S. Department of Transportation  
**Federal Highway Administration**

*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 this plan online  
or for more information  
please visit [www.dsmic.org](http://www.dsmic.org)**

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# DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

## Member and Staff Listing – August 2019

<b>MIC Policy Board</b>	<b>Transportation Advisory Committee</b>
Broc Allen – Douglas Co. Suburban Townships	Bryan Anderson – MnDOT
Ed Anderson – City of Superior Citizen Rep	David Bolf – City of Hermantown
Nick Baker – Douglas County Board ( <i>WI Co-chair</i> )	Jim Foldesi – St. Louis County
Warren Bender – Superior Common Council	Shawna Mullen – Bike/Pedestrian Rep
Wayne Boucher – City of Hermantown	Jason Jackman – Douglas County Engineering
Chad Ward – City of Proctor	Todd Janigo – City of Superior Engineering (Chair)
Earl Elde – St. Louis County Suburban Townships	Chris Belden – Duluth Transit Authority
Jenny VanSickle – Superior Common Council	Jenn Moses – City of Duluth Planning
Zach Filipovich – Duluth City Council	John McDonald – MnDOT (Chair)
Vacant – St. Louis County	Cari Pedersen – City of Duluth Engineering
Bob Quade – City of Rice Lake	Chris Lee – City of Duluth Planning
Rosemary Lear – Douglas County Board	Jason Serck – City of Superior
Jim Filby Williams – Duluth Citizen Rep	Kate Ferguson – Duluth Seaway Port Authority
Tom Szukis – Duluth Transit Authority	Cindy Voigt – City of Duluth Engineering
Dan Olson – Superior Common Council	Tom Werner – Duluth Airport Authority
Pete Clark – Douglas County Board	Dena Ryan – WisDOT (Vice Chair)
Sam Pomush – Douglas County Board	Mark Casey – City of Proctor
Vacant – Duluth City Council	Karl Schuettler – Economic Development
	Vacant – Mobility Challenged
<b>MIC Staff – ARDC</b>	<b>MIC Staff - NWRPC</b>
Ron Chicka, MIC Director	Sheldon Johnson, MIC Deputy Director
Barb Peterson, Administrative Assistant	
James Gittemeier, Principal Planner	
Mike Wenholz, Senior Planner	
Ricky Sarran, GIS Specialist	
Rondi Watson, Communications Coordinator	

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**Map Disclaimer**

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

# Chapter 1: Introduction

## Overview

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

The Metropolitan Interstate Council (MIC), the body responsible for making transportation policy decisions and for directing the transportation planning and development function within the Duluth/Superior urbanized area, has prepared and adopted a TIP each year since 1976. The TIP effort is conducted in order to specify a coordinated, multi-modal transportation program that includes a full range of transportation improvements being considered during the 2020-2023 process.

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

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

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

## Metropolitan Planning Organizations

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

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

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

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

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

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

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

### **Duluth-Superior Metropolitan Interstate Council**

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

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

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

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

### **Long Range Transportation Plan**

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

## Chapter 2: Self Certification

### Certification

#### Transportation Planning Process

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

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

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the Fixing America's Surface Transportation Act (FAST Act) (P.L. 114-94), and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

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

# Chapter 3: Transportation Planning Process

## Overview

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

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

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

## Performance Measures & Asset Management

### Introduction

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

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

management plan and targets, instead of state targets. The MIC has adopted the transit targets set by DTA. MIC performance based planning information can be found at <http://dsmic.org/study/performance-measures/>.

23 USC 150: National performance measure goals are:

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

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

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

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

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

***PM 1 – Safety***

For the Wisconsin portion of the MIC area, the MIC Board passed Resolution #18-19 on September 19, 2018, adopting the WisDOT recommended Highway Safety Improvement Program (HSIP) Performance Measure Targets for 2019 as follows:

Measure	2019 Target
Number of Traffic Fatalities	555.7
Rate of Traffic Fatalities	0.915 per 100 million VMT ( <i>Vehicle Miles Traveled</i> )
Number of Serious Injuries	2,967.6
Rate of Serious Injuries	4.785 per 100 million VMT ( <i>Vehicle Miles Traveled</i> )
Number of Non-Motorized Fatalities & Serious Injuries	342

***PM 2 – NHS Pavement and Bridge Condition***

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

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

*\*NHS = National Highway System*

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

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

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

*\*NHS = National Highway System*

### ***Transit Asset Management Targets***

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

<b>Asset</b>	<b>4-Year Target</b>
Rolling Stock	<10% of 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.

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

### **MPO's Performance-Based Planning and Programming Processes**

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

### **Linkage of Investments to Established Performance Measures**

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

### **Future Performance Measure Activities and Coordination**

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

## **Chapter 4: 2020-2023 Transportation Improvement Program for the Superior Urbanized Area**

The 2020-2023 Transportation Improvement Program (TIP) lists priority transportation projects programmed for implementation in the Superior urbanized area. All transportation projects programmed to use Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funds must first be included in an approved TIP prepared by the Duluth-Superior Metropolitan Interstate Council (MIC). Amendment processes will adhere to guidance language prepared by FHWA and WisDOT and included in the MIC Public Involvement Plan as represented in the appendix. Additionally, the Duluth-Superior Metropolitan Interstate Council, WisDOT and the Duluth Transit Authority hereby agree to the following procedures in advancing projects from the approved TIP for federal funding commitment.

### **Expedited Project Selection Procedures**

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

Projects in the 2020-2023 TIP are listed on the following pages of Chapter Four. Projects were solicited from representative units of government in the urbanized area, the Duluth Transit Authority, and Wisconsin Department of Transportation and are found to be consistent with the findings of the Duluth/Superior Long Range Transportation Plan. WisDOT relies on the public involvement process conducted by the MPO in the development of their TIP to satisfy the Federal Transit Administration program and planning requirements as established for the Section 5307/5309 programs. The *Annual List of Obligated Projects* can be found at [www.dsmic.org](http://www.dsmic.org).

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

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

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

**2020-2023 TRANSPORTATION IMPROVEMENT PROJECTS (ROADWAY)**

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2020	2021	2022	2023	Illustrative	Federal	State	Local	Total
<b>City of Superior 113-14-011</b> N. 28th Street Hill Ave - E. 3rd Street Resurfacing STP Urban 8998-00-22	PE		100				80		20	100
	ROW									
	CONST									
	TOTAL		100				80		20	100
<b>WisDOT 113-15-001</b> IH 535 Superior - Duluth St Louis River Brdg B-16-001 thru 005 0.91 Mi BRRHB - Brdg Management Study P 1199-00-03	PE	293						293		293
	ROW									
	CONST									
	TOTAL	293						293		293
<b>WisDOT 113-16-002</b> USH 2 / USH 53 2nd Avenue E. – 31st Avenue E. Resurface – 1st Overlay  1198-03-74 (Const)	PE									
	ROW									
	CONST	6,090					4,870	1,220		6,090
	TOTAL	6,090					4,870	1,220		6,090
<b>WisDOT 113-16-006</b> IH 535 Superior – Duluth St. Louis River Bridge, Const, Paint, Misc Maint B16-0005-001 to 0005, MnDOT is Lead Agency 1199-00-74 CONST	PE									
	ROW									
	CONST		5,900					5,900		5,900
	TOTAL		5,900					5,900		5,900
<b>WisDOT 113-16-010</b> IH 535 Superior - Duluth Bridge Maintenance & Gusset Repair MnDOT Lead. State Funding 1199-00-75 (construction)	PE									
	ROW									
	CONST	500						500		500
	TOTAL	500						500		500

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2020	2021	2022	2023	Illustrative	Federal	State	Local	Total
<b>WisDOT 113-16-013</b> USH 2/USH 53 2 <sup>nd</sup> Avenue E. – 31 <sup>st</sup> Avenue E. State Funding 1198-03-04 (design)	PE	600						600		600
	ROW									
	CONST									
	TOTAL	600						600		600
<b>WisDOT 113-16-014</b> Intersection of E 2 <sup>nd</sup> Street / USH 2 to IH535 Operation and Safety Analysis State Funding 1198-03-06	PE	375						375		375
	ROW									
	CONST									
	TOTAL	375						375		375
<b>WisDOT 113-17-002</b> STH 105 Oliver – Superior (Pokegama River Bridge) Replace Structure w single span prestressed girder bridge structure 8760-00-70	PE									
	ROW									
	CONST	2,295					1,604	400	291	2,295
	TOTAL	2,295					1,604	400	291	2,295
<b>WisDOT 113-17-004</b> USH 2 (USH 53 Interchange) 53 <sup>rd</sup> Ave E – USH 2/53 Interchange Interchange Mainline/Ramp Joint Repair 1180-00-31	PE	225						225		225
	ROW									
	CONST									
	TOTAL	225						225		225
<b>City of Superior 113-17-007</b> N 28 <sup>th</sup> Street Hill Ave – E 3 <sup>rd</sup> Street Resurface, STP Urban Funding 8998-00-23	PE									
	ROW									
	CONST	502					401		101	502
	TOTAL	502					401		101	502
<b>WisDOT 113-17-008</b> USH 53/USH2, USH 2/USH 13, USH 53/STH 35 Crack sealing at bridge sites 1190-11-84	PE									
	ROW									
	CONST	150						150		150
	TOTAL	150						150		150

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2020	2021	2022	2023	Illustrative	Federal	State	Local	Total
<b>WisDOT 113-17-015</b> STH 35/Tower Avenue 69 <sup>th</sup> Street to 64 <sup>th</sup> Street  8010-00-00 (PE)	PE		60					60		60
	ROW									
	CONST									
	TOTAL		60					60		60
<b>WisDOT 113-17-016</b> STH 35/Tower Avenue 69 <sup>th</sup> Street to 64 <sup>th</sup> Street Mill & Overlay  8010-00-70 (Const)	PE									
	ROW									
	CONST		720				576	144		720
	TOTAL		720				576	144		720
<b>WisDOT 113-17-017</b> USH 2/USH 53 31 <sup>st</sup> Avenue E. – 53 <sup>rd</sup> Avenue E.  1198-03-08 (design)	PE	350					280	70		350
	ROW									
	CONST									
	TOTAL	350					280	70		350
<b>WisDOT 113-17-018</b> USH 2/USH 53 29 <sup>th</sup> Avenue E. – 53 <sup>rd</sup> Avenue E. 1198-03-78 (const)	PE									
	ROW									
	CONST		6,100				4,880	1,220		6,100
	TOTAL		6,100				4,880	1,220		6,100
<b>WisDOT 113-17-019</b> IH 535 Superior- Duluth B 16-0005-0001 Condition Investigation 1199-00-06 (PE)	PE	1,000						1,000		1,000
	ROW									
	CONST									
	TOTAL	1,000						1,000		1,000
<b>WisDOT 113-18-014</b> STH 35 & STH 105 (Tower & Central Ave) Intersection Signal Install 3700-50-55	PE									
	ROW									
	CONST	50						45	5	50
	TOTAL	50						45	5	50

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2020	2021	2022	2023	Illustrative	Federal	State	Local	Total
<b>WisDOT 113-18-015</b> STH 35 & STH 105 (Tower & Central Ave) Intersection Signal Install  3700-50-54	PE									
	ROW									
	CONST	742						667.8	74.2	742
	TOTAL	742						667.8	74.2	742
<b>Douglas County 113-18-016</b> CTH Z & CN Rail Bridge Bridge #P160070 Road Over Height Flashing Beacon Install  8744-00-02	PE	40					20		20	40
	ROW									
	CONST									
	TOTAL	40					20		20	40
<b>Douglas County 113-18-017</b> CTH Z & CN Rail Bridge Bridge #P160070 Road Over Height Flashing Beacon Install  8744-00-72	PE									
	ROW									
	CONST	51					46		5	51
	TOTAL	51					46		5	51
<b>WisDOT 113-18-018</b> STH 35 Milchesky Rd to S. Jct CTH B Roadway repairs due to flooding 8010-00-72	PE									
	ROW									
	CONST	115					115			115
	TOTAL	115					115			115
<b>WisDOT 113-18-020</b> Woodlawn Road CTH A to N 58 <sup>th</sup> St E Roadway repairs due to flooding  8998-00-31	PE									
	ROW									
	CONST	517.5					517.5			517.5
	TOTAL	517.5					517.5			517.5
<b>WisDOT 113-18-021</b> 3 <sup>rd</sup> Street East 55 <sup>th</sup> Ave to 54 <sup>th</sup> Ave Roadway repairs due to flooding  8998-00-32	PE									
	ROW									
	CONST	345					345			345
	TOTAL	345					345			345

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2020	2021	2022	2023	Illustrative	Federal	State	Local	Total
<b>WisDOT 113-19-001</b> STH 13 Port Wing – Superior Design for Resurfacing Project 8510-01-00	PE ROW CONST TOTAL	300						300		300
<b>WisDOT 113-19-002</b> STH 13 Port Wing – Superior Four (4) Bridge Rehab Projects (B-16-014, 015, 06 & 023) Design 8510-01-05	PE ROW CONST TOTAL	400					320	80		400
<b>WisDOT 113-19-003</b> STH 13 Port Wing – Superior Four (4) Bridge Rehab Projects (B-16-014, 015, 06 & 023) Construction 8510-01-75	PE ROW CONST TOTAL			3,500			2,800	700		3,500
<b>City of Superior 113-19-010</b> Marina Drive Marina Drive Bridge Replacement STP-Urban	PE ROW CONST TOTAL			334.8			267.8		67	334.8
<b>WisDOT 113-19-012</b> USH 002, Douglas County STH 13 Bridge B-16-0024 NHPP Funding 1195-03-00	PE ROW CONST TOTAL	175					140	35		175
<b>WisDOT 113-19-013</b> Superior – Duluth Blatnik Bridge (B16-001-005) Preliminary Design WisDOT Share to MnDOT 1199-00-07	PE ROW CONST TOTAL	4,500						4,500		4,500

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2020	2021	2022	2023	Illustrative	Federal	State	Local	Total
<b>WisDOT 113-19-014</b> USH2/USH53 USH2/USH53 Interchange to Moccasin Mike Rd Repairs due to buckling  1198-00-64	PE									
	ROW									
	CONST	64						64		64
	TOTAL	64						64		64
<b>WisDOT 113-20-001</b> USH 2 Superior to Wentworth 53 <sup>rd</sup> Ave – CTH C Patch/Rut Fill/Repair and Mill/Slab Replacement  1180-00-31	PE	225						225		225
	ROW									
	CONST									
	TOTAL	225						225		225
<b>WisDOT 113-20-002</b> USH 53 Kent Road – CTH C (NB & SB) Resurface & Culvert Pipe Replacement Approx 6 miles, NHPP 1198-00-72	PE									
	ROW									
	CONST				8,500		6,800	1,700		8,500
	TOTAL				8,500		6,800	1,700		8,500

**2020-2023 TRANSPORTATION IMPROVEMENT PROJECTS (RAIL)**

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2020	2021	2022	2023	Illustrative	Federal	State	Local	Total
<b>WisDOT 113-14-015</b> Rail Crossing Road Closure – Garfield Avenue in the City of Superior BNSF Crossing #102163S 8988-00-54 (CONST) Safety	PE									
	ROW									
	CONST	7.5					7.5			7.5
	TOTAL	7.5					7.5			7.5
<b>OCR 113-17-009</b> Rail-Highway Crossing Safety Level of Effort Projects Safety	PE									
	ROW									
	CONST	100					100			100
	TOTAL	100					100			100
<b>WisDOT 113-17-010</b> Rail-Highway Crossing Safety Level of Effort Rail Crossing Road Closure 852857P Ogden Avenue Crossing of BNSF rail line Safety	PE									
	ROW									
	CONST	7.5					7.5			7.5
	TOTAL	7.5					7.5			7.5
<b>WisDOT 113-17-012</b> BNSF Rail Crossing Improvement, 082857M Tower Ave (S of STH 105) & 082858U 61 <sup>st</sup> St N (E of STH 35)Lights, Gates, Bungalow & Traffic Signal Interconnection 8010-07-50 Safety & BNSF local match	PE									
	ROW									
	CONST	750					675		75	750
	TOTAL	750					675		75	750
<b>OCR 113-18-002</b> Rail-Highway Crossing Safety Level of Effort Projects Safety	PE									
	ROW									
	CONST		100				100			100
	TOTAL		100				100			100

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2020	2021	2022	2023	Illustrative	Federal	State	Local	Total
<b>WisDOT 113-18-003</b>										
Rail-Highway Crossing Safety Level of Effort	PE									
Projects	ROW									
Safety	CONST		100				100			100
	TOTAL		100				100			100
<b>OCR 113-18-004</b>										
58 <sup>th</sup> Street and WCL Crossing	PE									
Install Flashing Lights and Gates	ROW									
WCL Crossing 697407S	CONST		228				74	40	114	228
1009-89-03	TOTAL		228				74	40	114	228
(local share paid by WCL)										
<b>City of Superior 113-18-005</b>										
N 28 <sup>th</sup> Street	PE									
Union Pacific RR Crossing	ROW									
Crossing # 186144U	CONST	300					240		60	300
Install Signals and Gates	TOTAL	300					240		60	300
8998-00-55										
<b>WisDOT 113-18-006</b>										
N 28 <sup>th</sup> Street	PE									
Union Pacific RR Crossing	ROW									
Crossing # 186144U	CONST	70					56		14	70
Rail Crossing Roadway Surface	TOTAL	70					56		14	70
8998-00-56										
<b>OCR 113-18-007</b>										
5 <sup>th</sup> Street E.	PE									
BNSF Railway RR Crossing	ROW									
Crossing # 075947U	CONST	189					61.57	33.15	94.72	189.45
Install Signals and Gates	TOTAL	189					61.57	33.15	94.72	189.45
1009-89-00										
Local share paid for by BNSF										

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2020	2021	2022	2023	Illustrative	Federal	State	Local	Total
<b>OCR 113-18-008</b> CTH C BNSF RR Crossing Crossing # 067760D Install Signals and Gates 1009-89-01										
	PE									
	ROW									
	CONST	186					60.41	32.53	92.94	186
	TOTAL	186					60.41	32.53	92.94	186
<b>OCR 113-18-009</b> CTH C BNSF RR Crossing Crossing # 086403C Install Signals and Gates 1009-89-02										
	PE									
	ROW									
	CONST	222					72.21	38.88	111.1	222
	TOTAL	222					72.21	38.88	111.1	222
<b>OCR 113-19-005</b> Rail-Highway Crossing Safety Level of Effort Projects Safety										
	PE									
	ROW									
	CONST			100			100			100
	TOTAL			100			100			100
<b>WisDOT 113-19-006</b> Rail-Highway Crossing Safety Level of Effort Projects Safety										
	PE									
	ROW									
	CONST			100			100			100
	TOTAL			100			100			100
<b>OCR 113-20-004</b> Rail-Highway Crossing Safety Level of Effort Projects Safety										
	PE									
	ROW									
	CONST				100		100			100
	TOTAL				100		100			100

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2020	2021	2022	2023	Illustrative	Federal	State	Local	Total
<b>WisDOT 113-20-005</b>										
Rail-Highway Crossing Safety Level of Effort	PE									
Projects	ROW									
Safety	CONST				100		100			100
	<b>TOTAL</b>				100		100			100

**2020–2023 TRANSPORTATION ALTERNATIVES PROJECTS**

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2020	2021	2022	2023	Illustrative	Federal	State	Local	Total
<b>City of Superior 113-17-011</b>										
Superior Active Transportation Plan										
TAP Funding	<b>TOTAL</b>	150					120		30	150
8998-00-03										

**2020–2023 TRANSIT PROJECTS (5307)**

Primary Jurisdiction Project Sponsor/ TIP Project ID	Project Description	2020 (Jan-Dec)					2021 (Jan-Dec)					2022 (Jan-Dec)					2023 (Jan-Dec)									
		Fed	State	Local	Fare Box Rev.	Total	Fed	State	Local	Fare Box Rev.	Total	Fed	State	Local	Fare Box Rev.	Total	Fed	State	Local	Fare Box Rev.	Total	Fed	State	Local	Fare Box Rev.	Total
		<b>Project</b>																								
DTA Sec. 5307 Operating Assistance	Regular Route	632,083	419,534	604,889	156,626	1,813,132																				
DTA Sec. 5307 Operating Assistance	STRIDE	27,612	32,451	58,671	12,434	131,434																				
DTA Sec. 5307 Capital		60,000		15,000		75,000																				
DTA Sec. 5307 Operating Assistance	Regular Route						663,687	434,787	635,707	158,941	1,893,123															
DTA Sec. 5307 Operating Assistance	STRIDE						28,440	33,115	60,405	12,618	134,578															
DTA Sec. 5307 Operating Assistance	Regular Route											696,871	451,309	669,399	161,325	1,978,904										
DTA Sec. 5307 Operating Assistance	STRIDE											29,293	33,777	62,217	12,807	138,094										
DTA Sec. 5307 Capital												60,000		15,000		75,000										

Primary Jurisdiction Project Sponsor/ TIP Project ID	Project Description	2020 (Jan-Dec)					2021 (Jan-Dec)					2022 (Jan-Dec)					2023 (Jan-Dec)									
		Fed	State	Local	Fare Box Rev.	Total	Fed	State	Local	Fare Box Rev.	Total	Fed	State	Local	Fare Box Rev.	Total	Fed	State	Local	Fare Box Rev.	Total	Fed	State	Local	Fare Box Rev.	Total
		<b>Project</b>																								
DTA Sec. 5307 Operating Assistance	Regular Route															669,871	451,309	669,399	161,325	1,978,904						
DTA Sec. 5307 Operating Assistance	STRIDE															29,293	33,777	62,217	12,807	138,094						

**2020–2023 Transit Projects**

Primary Jurisdiction Project Sponsor/ TIP Project ID	Project Description	2020 (Jan-Dec)				2021 (Jan-Dec)				2022 (Jan-Dec)				2023 (Jan-Dec)				ILLUSTRATIVE (Jan-Dec)							
		Fed	State	Local	Total	Fed	State	Local	Total																
		<b>Project</b>																							
Indian Trails – Intercity Bus Service	Service connecting Superior and Duluth to stops along USH 2 at various locations with connection to routes/stops located throughout Michigan.																								

### 2020-2023 Transit Projects (5310)

Primary Jurisdiction Project Sponsor/ TIP Project ID	Project Description																	ILLUSTRATIVE (Jan-Dec)			
		2020 (Jan-Dec)				2021 (Jan-Dec)				2022 (Jan-Dec)				2023 (Jan-Dec)							
		Fed	State	Local	Total	Fed	State	Local	Total												
<b>Project</b>																					
	No projects identified at the time of this TIP development.																				

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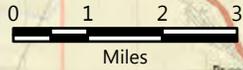


Map Label	TIP Project ID	Project Description	Project Year	Type of Cost	Primary Jurisdiction Sponsor	Project Type
1	113-14-011	N 28th St: Hill Ave. to E. 3rd St - Resurfacing	2021	PE	City of Superior	Road
2	113-14-015	Garfield Av e: Road closure BNSF crossing 102163S - safety	2020	Const	WisDOT	Rail
3	113-15-001	IH 535: St. Louis River Bridge B-16-001 thru B-16-005 - Bridge management study	2020	PE	WisDOT	Road
4	113-16-002	USH 2/53: 31st Ave. to 2nd Ave. E. - Resurface, 1st overlay	2020	Const	WisDOT	Road
5	113-16-006	IH 535: St. Louis River Bridge-Const.,paint, misc. maint. B16-0005-001 to 0005	2021	Const	WisDOT	Road
6	113-16-010	IH 535: St. Louis River Bridge - Maint. & gusset repair	2020	Const	WisDOT	Road
7	113-16-013	USH 2/USH 53: 31st Ave E. to 2nd Ave E.- Design	2020	PE	WisDOT	Road
8	113-16-014	Intersection of E. 2nd St./USH 2 to IH535: Operation & safety analysis	2020	PE	WisDOT	Road
9	113-17-002	STH 105: Oliver-Superior (Pokegama River Bridge) - Replace structure w/ single span pre-stressed girder	2020	Const	WisDOT	Road
10	113-17-004	USH 2 (USH 53 Interchange): 53rd Ave. E. to USH2/52 Intechange - Interchange mainline/ramp joint repair	2020	PE	WisDOT	Road
11	113-17-007	N. 28th St: Hill Ave to E. 3rd St. - Resurface	2020	Const	City of Superior	Road
12	113-17-008	USH 53/2, USH 2/STH13, USH53/STH 35; Crack sealing at bridge sites Ogden Ave./ BNSF 852857P Crossing: Road Closure of BNSF rail line	2020	Const	WisDOT	Road
13	113-17-010	Ogden Ave./ BNSF 852857P Crossing: Road Closure (Administrative)	2020	Const	WisDOT	Rail
14	113-17-012	STH 35/082857: Gate installation; 61st St. N/082858: Install lights and gates; STH35/105/61 St. N: Replace bungalow	2020	Const	WisDOT	Road
15	113-17-015	STH 35/Tower Ave.: 64th St. to 69th St. - Design	2021	PE	WisDOT	Rail
16	113-17-016	STH 35/Tower Ave.:64th St. to 69th St. - Resurface	2021	Const	WisDOT	Road
17	113-17-017	USH 2/53: 53rd Ave. E to 31st Ave. E - Design	2020	PE	WisDOT	Road
18	113-17-018	USH 2/53: 53rd Ave. E to 31st Ave. E - Construction	2021	Const	WisDOT	Road
19	113-17-019	IH 535 Superior-Duluth: St Louis River Bridge - Condition investigation	2020	PE	WisDOT	Road
20	113-18-004	58th St.: WCL Crossing 697407S - Install flashing lights and gates	2021	Const	WCL	Rail
21	113-18-005	N 28th St.: UP Crossing 186144U - Install signals and gates	2020	Const	City of Superior	Rail
22	113-18-006	N 28th St.: UP Crossing 186144U - Rail crossing roadway surface	2020	Const	WisDOT	Rail
23	113-18-007	5th St. E: Crossing BNSF 075947U - Install signals & gates	2020	Const	BNSF	Rail
24	113-18-008	CTH C: BNSF Crossing 067760D - Install signals & gates	2020	Const	OCR	Rail
25	113-18-009	CTH C: BNSF Crossing 086403C - Install signals & gates	2020	Const	OCR	Rail
26	113-18-014	STH 35/STH 105: Intersection signal install (Tower Ave./Central Ave.)	2020	Const	WisDOT	Road
27	113-18-015	STH 35/STH105: Intersection signal install (Tower Ave./Central Ave.)	2020	Const	WisDOT	Road
28	113-18-016	CTH Z: CN Rail Bridge - Flashing beacon install at CN rail bridge P160070	2020	PE	HSIP	Rail
29	113-18-017	CTH Z: CN Rail Bridge - Flashing beacon install at CN rail bridge P160070	2020	Const	HSIP	Rail
30	113-18-018	STH 35: Milcheky Rd. to CTH B-Roadway Repairs due to flooding	2020	Const	WisDOT	Road
31	113-18-020	Woodlawn Rd.:CTH A to N 58th St. E - Roadway repairs due to flooding	2020	Const	WisDOT	Road
32	113-18-021	3rd St E:55th Ave. to 54th Ave. - Roadway repairs due to flooding	2020	Const	WisDOT	Road
33	113-19-001	STH 13: Superior to Port Wing - Design for resurfacing project	2020	PE	WisDOT	Road
34	113-19-002	STH 13: Superior to Port Wing - Four (4) bridge rehab projects (B-16-014, 015, 06 & 023) Design	2020	PE	WisDOT	Road
35	113-19-003	STH 13: Superior to Port Wing - Four (4) bridge rehab projects (B-16-014, 015, 06 & 023) Construction	2022	Const	WisDOT	Road
36	113-19-010	Marina Dr.: Bridge replacement	2022	Const	WisDOT	Road
37	113-19-012	USH 2/ STH 13 Bridge (B-16-0024) Rehabilitation Design	2020	PE	WisDOT	Road
38	113-19-013	Superior-Duluth:Blatnik Bridge (B-16-0005-0001 to -0005) Preliminary design: WisDOT to share to MnDOT 1199-00-07	2020	PE	WisDOT	Road
39	113-19-014	USH 2/53: Interchange to Moccasin Mike Rd. - Repairs due to buckling	2020	Const	WisDOT	Road
40	113-20-001	USH 2 (Superior to Wentworth): 53rd Ave. to CTH C - Patch/rut fill/repair and mill/ slab replacement	2021	Const	WisDOT	Road
41	113-20-002	USH 53: Kent Rd. to CTH C (NB & SB) - Resurface and culvert pipe replacement (approx. 6 miles)	2023	Const	WisDOT	Road

**Unmapped TIP Projects**

TIP Project ID	Project Description	Project Year	Type of Cost	Primary Jurisdiction Sponsor	Project Type
113-17-009	Rail-Highway Crossing safety level of effort	2020	Const	OCR	Rail
113-17-011	Superior Active Transportation Plan	2023	Const	WisDOT	TAP
113-18-002	Rail-Highway Crossing safety level of effort	2021	Const	OCR	Rail
113-18-003	Rail-Highway Crossing safety level of effort	2021	Const	WisDOT	Rail
113-19-005	Rail-Highway Crossing safety level of effort	2022	Const	OCR	Rail
113-19-006	Rail-Highway Crossing safety level of effort	2022	Const	WisDOT	Rail
113-20-003	Rail-Highway Crossing safety level of effort	2023	Const	OCR	Rail
113-20-004	Rail-Highway Crossing safety level of effort	2023	Const	WisDOT	Rail

# Transportation Improvement Program Wisconsin MIC Area Projects 2020-2023



**2020-2023  
Transportation  
Improvement  
Projects**

**Project Year**

- 2020
- 2021
- 2022
- 2023

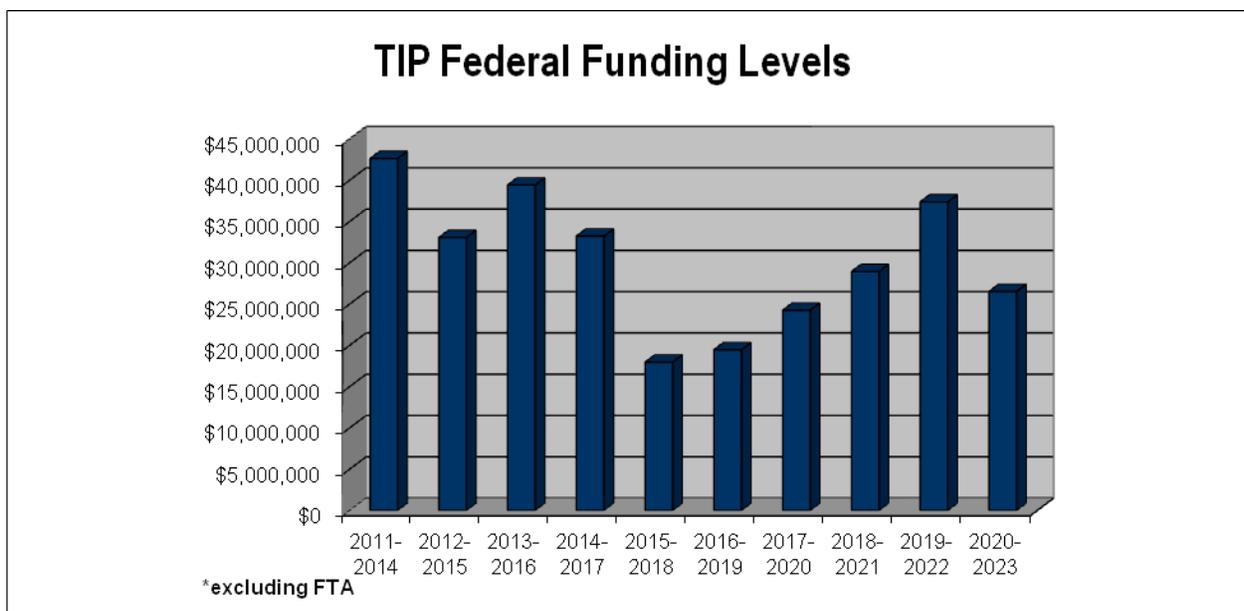
**See Inset A**

**Inset A**

## Chapter 5: Financial Capability & Implementation Status

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

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



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

**Table 1 - Superior STP Urban Funding Estimates**

	7/1/19 – 6/30/21		7/1/21 – 6/30/23		7/1/23 – 6/30/25	
Fiscal Year	2020	2021	2022	2023	2024	2025
Requested	\$227,817	\$227,817	\$227,817	\$227,817	\$227,817	\$227,817
Projected	\$227,817	\$227,817	\$227,817	\$227,817	\$227,817	\$227,817

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

Table 2 represents funding availability for implementation of projects during all years. As a result, a 2.00% increase per year (as determined by WisDOT) is represented below to reflect requested/projected funding availability in calendar years. Costs were not inflated in Chapter 4 to allow for comparability between the Wisconsin’s STIP and FIPS project codes.

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

	2020	2021	2022	2023
Requested*	\$9,919.5	\$5,900.8	\$3,370.5	\$7,332.8
Projected*	\$9,919.5	\$6,018.8	\$3,506.7	\$7,781.6

\* Funds represented in Thousands

Table 3, on the following page, represents the approved federally funded projects slated for development within the Superior Urbanized area. All estimated and projected funding levels listed on Table 3, except transit, include a 1.56% annual inflationary increase to out years 2021-2023. Based on developed project costs and estimated revenue forecasts, the TIP is determined to be fiscally constrained.

**Table 3**

**Programmed and Available Federal Funding for the 2020-2023 TIP  
(\$1,000)**

Funding Sources		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2020	2021	2022	2023	Total	2020	2021	2022	2023	Total
Federal Highway Administration	STP Urban	401	81.3	276.2		758.5	401	81.3	276.2		758.5
	STP Rural										
	STP Other	5,150	585			5,735	5,150	585			5,735
	STP EN										
	SAFETY	1,347	278.3	206.3	209.5	2,041.1	1,347	278.3	206.3	209.5	2,041.1
	BR	1,924		2,888		4,812	1,924		2,888		4,812
	NHS										
	Emerg Prog	977.5				977.5	977.5				977.5
	NHHP		4,956.2		7,123.3	12,009.5		4,956.2		7,123.3	12,009.5
	TAP	120				120	120				120
Total		9,919.5	5,900.8	3,370.5	7,332.8	26,523.6	9,919.5	5,900.8	3,370.5	7,332.8	26,523.6
Federal Transit Administration	Sec. 5307 Operating	659.695	692.127	726.164	726.164	2,804.15	659.695	692.127	726.164	726.164	2,804.15
	Sec. 5307 Capital	60		60		120	60		60		120
	5310										
	Total		659.755	692.127	726.224	726.164	2,924.150	659.755	692.127	726.224	726.164

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## Chapter 6: Project Status Updates 2019-2022

The following is a status update on projects listed in the 2019-2022 TIP. Information for this section is up-to-date as of August 2019. Some projects have realized budget changes. These changes have not been reflected in the Estimated Costs columns, but are noted in the Project Status column. For more detailed project status information, contact the sponsoring agency. The *Annual List of Obligated Projects* can be found at [www.dsmic.org](http://www.dsmic.org).

### PROJECT STATUS UPDATES 2019-2022

#### 2019 Roadway Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-12-013	USH2/Belknap Street Banks Avenue to Hill Avenue Design and Resurfacing 8680-00-71	PE ROW CONST	10,610	4,366	10,384	25,360	Completed in 2019
		TOTAL	10,610	4,366	10,384	25,360	
WisDOT 113-12-016	Bridge rehabilitation to Structures B-16-0010, - 0011, -0012 on USH 53, located north of junction with USH 2. BR 1198-03-72 (CONS 2016)	PE ROW CONST		1,679		1,679	Completed in 2019
		TOTAL		1,679		1,679	
City of Superior 113-14-011	N 28 <sup>th</sup> Street – Hill Avenue to E. 3 <sup>rd</sup> Street Roadway Resurfacing  8998-00-23 (const) STP-Urban	PE ROW CONST	80		20	100	Project now scheduled for 2021
		TOTAL	80		20	100	
City of Superior 113-14-012	Side Streets – Belknap Street from Hill Avenue to Banks Avenue  8998-00-24 (const) STP-Urban	PE ROW CONST	417.6		104.4	522	Completed in 2019
		TOTAL	417.6		104.4	522	
WisDOT 113-15-001	IH 535 Superior-Duluth St. Louis River Brdg B- 16-001 thru -005 0.91 Mi BRRHB – Brdg Management Study ID 1199-00-03	PE ROW CONST		293		293	Project carried over to 2020
		TOTAL		293		293	
Douglas County 113-16-007	CTH C Removal of Abandoned Rail Bride and Culvert Installation  8758-00-00 PE / 8758-00- 71 CONST	PE ROW CONST	32.8		8.2	41	Completed in 2019
		TOTAL	215.2		53.8	269	
			248		62	310	

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-16-010	IH 535 Superior – Duluth Bridge Maintenance & Gusset Repair MnDOT lead. State Funding 1199-00-75 CONST	PE ROW CONST  TOTAL		500  500		500  500	Project carried over to 2020
WisDOT 113-16-013	E 2 <sup>nd</sup> Street / USH 53 2 <sup>nd</sup> Ave E to 31 <sup>st</sup> Ave E State Funding 1198-03-04 PE	PE ROW CONST  TOTAL		600  600			Project carried over to 2020
WisDOT 113-16-014	Intersection of E 2 <sup>nd</sup> Street / USH 2 to IH535, Operation & Safety Plan 1198-03-06	PE ROW CONST  TOTAL		375  375		375  375	Project carried over to 2020
WisDOT 113-16-015	Belknap Street Banks Avenue to E 2 <sup>nd</sup> Street Design/Signal Timing 8680-00-03	PE ROW CONST  TOTAL		25  25		25  25	Completed in 2019
WisDOT 113-17-001	STH 105 Oliver – Superior (Pokegama River Bridge) Bridge Replacement ROW 8760-00-20	PE ROW CONST  TOTAL		8  8		8  8	Completed in 2019
WisDOT 113-17-004	USH 2 (USH 53 Interchange) 53 <sup>rd</sup> Ave E – USH 2/53 Interchange Mainline/Ramp Joint Repair 1180-00-31	PE ROW CONST  TOTAL		225  225		225  225	Project carried over to 2020
WisDOT 113-17-019	IH 535 Superior – Duluth B 16-0005-0001 Bridge Condition Investigation 1199-00-06 (PE)	PE ROW CONST  TOTAL		1,000  1,000			Project carried over to 2020
WisDOT 113-18-001	IH 535 – Blatnik Bridge Design is 100% WI Oversight MnDOT is lead agency 1199-00-04	PE ROW CONST  TOTAL		40  40		40  40	Completed in 2019
WisDOT 113-18-013	STH 35 & STH 105 (Tower and Central) Design is 100% WI Intersection Signal Install 3700-50-55	PE ROW CONST  TOTAL	63  63			63  63	Completed in 2019

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-18-016	CTH Z & CN Rail Bridge Bridge #P160070 Road Over Height Flashing Beacon Install 8744-00-02	PE ROW CONST	20		20	40	Project carried over to 2020
		TOTAL	20		20	40	
WisDOT 113-18-017	CTH Z & CN Rail Bridge Bridge #P160070 Road Over Height Flashing Beacon Install 8744-00-02	PE ROW CONST	46		5	51	Project carried over to 2020
		TOTAL	46		5	51	
WisDOT 113-18-018	STH 35 – Milchesky Rd to S. Jct CTH B Roadway repairs due to flooding 8010-00-72	PE ROW CONST	115			115	Project carried over to 2020
		TOTAL	115			115	
WisDOT 113-18-019	STH 35 – Black River Bridge B-16-0085 Roadway repairs due to flooding 8010-02-78	PE ROW CONST	599.3			599.3	Completed in 2019
		TOTAL	599.3			599.3	
WisDOT 113-18-020	Woodlawn Road CTH A to N 58 <sup>th</sup> St E Roadway repairs due to flooding 8998-00-31	PE ROW CONST	517.5			517.5	Project carried over to 2020
		TOTAL	517.5			517.5	
WisDOT 113-18-021	3 <sup>rd</sup> Street E 55 <sup>th</sup> Ave to 54 <sup>th</sup> Ave Roadway Repairs due to flooding 8998-00-32	PE ROW CONST	345			345	Project carried over to 2020
		TOTAL	345			345	
WisDOT 113-18-022	CTH B Dedham Rd to STH 35 Roadway Repairs due to flooding 8747-00-60	PE ROW CONST	17.25			17.25	Completed in 2019
		TOTAL	17.25			17.25	
WisDOT 113-18-023	CTH B Town Line Rd to Dedham Rd Roadway Repairs due to flooding 8747-00-61	PE ROW CONST	28.75			28.75	Completed in 2019
		TOTAL	28.75			28.75	
WisDOT 113-18-024	CTH E Sam Anderson Rd to E Jct CTH C Roadway Repairs due to flooding 8747-00-60	PE ROW CONST	29.9			29.9	Completed in 2019
		TOTAL	29.9			29.9	

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-18-025	CTH E W Jct CTH C to USH 2 Roadway Repairs due to flooding 8763-00-62	PE ROW CONST	8.05			8.05	Completed in 2019
		TOTAL	8.05			8.05	
WisDOT 113-18-026	CTH B STH 35 to CTH K Roadway Repairs due to flooding 8747-01-06	PE ROW CONST	25.875			25.875	Completed in 2019
		TOTAL	25.875			25.875	
WisDOT 113-18-027	CTH C STH 35 to CTH A Intersection Roadway Repairs due to flooding 8745-00-60	PE ROW CONST	5.98			5.98	Completed in 2019
		TOTAL	5.98			5.98	
WisDOT 113-18-028	CTH A Solon Springs to Superior Tri Lakes Rd to CTH B Roadway Repairs due to flooding 8761-00-60	PE ROW CONST	7			7	Completed in 2019
		TOTAL	7			7	
WisDOT 113-16-006	IH 535 Superior – Duluth St. Louis River Bridge B16-0005-001 to 0005  1199-00-74	PE ROW CONST		5,900		5,900	Project moved from 2019 to 2021
		TOTAL		5,900		5,900	
WisDOT 113-17-002	STH 105 Oliver – Superior Pokegama River Bridge Replace Structure w single span 8760-00-70	PE ROW CONST	1,604	400	291	2,295	Project carried over to 2020
		TOTAL	1,604	400	291	2,295	
WisDOT 113-18-015	STH 35 & STH 105 (Tower and Central) Design is 100% WI Intersection Signal Install 3700-50-54	PE ROW CONST	667.8		74.2	742	Project carried over to 2020
		TOTAL	667.8		74.2	742	

### 2020 Roadway Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-16-002	USH 2 2 <sup>nd</sup> Ave E. – 31 <sup>st</sup> Ave E.  1198-03-74 (Const)	PE ROW CONST	4,870	1,220		6,090	On schedule for completion in 2020.
		TOTAL	4,870	1,220		6,090	
City of Superior 113-17-007	N 28 <sup>th</sup> Street Hill Ave – E 3 <sup>rd</sup> Street Resurface, STP Urban 8998-00-23	PE ROW CONST	401		101	502	On schedule for completion in 2020
		TOTAL	401		101	502	
WisDOT 113-17-008	USH 53/USH 2, USH 2/USH 13, USH 53/STH 35 Crack Seal at Bridge sites 1190-11-84	PE ROW CONST		150		150	On schedule for completion in 2020
		TOTAL		150		150	
WisDOT 113-17-017	USH 2/USH 53 31 <sup>st</sup> Avenue E to 53 <sup>rd</sup> Avenue E  1198-03-08 (design)	PE ROW CONST	280	70		350	On schedule for completion in 2020
		TOTAL	280	70		350	
WisDOT 113-18-014	STH 35 & STH 105 (Tower and Central) Design is 100% WI Intersection Signal Install 3700-50-55	PE ROW CONST		45	5	50	Project on schedule for 2020
		TOTAL		45	5	50	
WisDOT 113-19-013	Superior-Duluth Blatnik Bridge (B16-001-005) Preliminary Design WisDOT share to MnDOT 1199-00-17	PE ROW CONST		4,500		4,500	Project carried over to 2020
		TOTAL		4,500		4,500	
WisDOT 113-19-014	USH2/USH53 Interchange to Moccasin Mike Rd Repairs due to buckling 1198-00-64	PE ROW CONST		64		64	Project carried over to 2020
		TOTAL		64		64	

### 2021 Roadway Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-17-015	STH 35/Tower Avenue 69 <sup>th</sup> Street to 64 <sup>th</sup> Street  8010-00-00(PE)	PE		60		60	Project on schedule for 2021
		ROW CONST  TOTAL			60	60	
WisDOT 113-17-016	STH 35/Tower Avenue 69 <sup>th</sup> Street to 64 <sup>th</sup> Street Mill & Overlay 8010-00-70	PE					Project on schedule for 2021 and cost increase to \$720,000 from 643,000.
		ROW CONST  TOTAL	513	130		643	
WisDOT 113-17-018	USH 2/USH 53 31 <sup>st</sup> Avenue E to 53 <sup>rd</sup> Avenue E  1198-03-78 (const)	PE					Project on schedule for 2021. Total project cost now \$6,100 and limits changed to 29 <sup>th</sup> Ave E to 53 <sup>rd</sup> Ave E
		ROW CONST  TOTAL	4,782	1,195		5,977	

### 2022 Roadway Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-19-003	Port Wing – Superior Four (4) Bridge Rehab Projects (B-16-014, 15, 16, 23) Construction 8510-01-75	PE					On scheduled for 2022
		ROW CONST  TOTAL	2,800	700		3,500	
WisDOT 113-19-010	Marina Drive Marina Drive Bridge Replacement STP Urban	PE					On scheduled for 2022
		ROW CONST  TOTAL	267.8		67	334.8	

### 2019 Rail Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-14-015	Rail Crossing Road Closure – Garfield Avenue in the City of Superior. BNSF Crossing #102163S  8988-00-54 (const) Safety	PE					Project carried over to 2020
		ROW					
		CONST	7.5			7.5	
		TOTAL	7.5			7.5	
OCR 113-16-008	OCR Rail – Highway Crossing Safety Level of Efforts Projects  Safety	PE					On schedule for completion in 2019 if a project is identified
		ROW					
		CONST	100			100	
		TOTAL	100			100	
WisDOT 113-16-009	OCR Rail – Highway Crossing Safety Level of Efforts Projects  Safety	PE					On schedule for completion in 2019 if a project is identified
		ROW					
		CONST	100			100	
		TOTAL	100			100	
WisDOT 113-17-012	NSSF Rail Crossing 082857M Tower Ave & 082858U 61 <sup>st</sup> N – Gates, Bungalow, Interconnect 8010-07-50	PE					Project carried over to 2020
		ROW					
		CONST	675		75	750	
		TOTAL	675		75	750	

### 2020 Rail Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
OCR 113-17-009	OCR Rail – Highway Crossing Safety Level of Efforts Projects  Safety	PE					On schedule for completion in 2020 if a project is identified
		ROW					
		CONST	100			100	
		TOTAL	100			100	
WisDOT 113-17-010	OCR Rail – Road Closure 852857P Ogden Ave - BNSF  Safety	PE					Project was advance to 2019, but is carried over to 2020
		ROW					
		CONST	7.5			7.5	
		TOTAL	7.5			7.5	

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-18-005	N 28 <sup>th</sup> St – Union Pacific Crossing #186144U Install Signals and Gates 8998-00-55	PE ROW CONST	240		60	300	On schedule for completion in 2020
		TOTAL	240		60	300	
WisDOT 113-18-006	N 28 <sup>th</sup> St – Union Pacific Crossing #186144U – Rail Crossing Road Surface 8998-00-56	PE ROW CONST	56		14	70	On schedule for completion in 2020
		TOTAL	56		14	70	
OCR 113-18-007	5th St E – BNSF RR Crossing #075947U – Install Signals and Gates 1009-89-00 Local paid by BNSF	PE ROW CONST	65.65	35.35	101	202	On schedule for completion in 2020 project cost adjusted to \$189,000
		TOTAL	65.65	35.35	101	202	
OCR 113-18-008	CTH C – BNSF RR Crossing #067760D – Install Signals and Gates 1009-89-01 Local paid by BNSF	PE ROW CONST	65.65	35.35	101	202	On schedule for completion in 2020 project cost adjusted to \$186,000
		TOTAL	65.65	35.35	101	202	
OCR 113-18-009	CTH C – BNSF RR Crossing #086403C – Install Signals and Gates 1009-89-02 Local paid by BNSF	PE ROW CONST	65.65	35.35	101	202	On schedule for completion in 2020 project cost adjusted to \$222,000
		TOTAL	65.65	35.35	101	202	

### 2021 Rail Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
OCR 113-18-002	OCR Rail – Highway Crossing Safety Level of Efforts Projects  Safety	PE ROW CONST	100			100	On schedule for completion in 2021 if a project is identified
		TOTAL	100			100	

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

### 2022 Rail Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
OCR 113-19-005	OCR Rail – Highway Crossing Safety Level of Efforts Projects  Safety	PE ROW CONST	100			100	On schedule for completion in 2022 if a project is identified
		TOTAL	100			100	
WisDOT 113-19-006	WisDOT Rail – Highway Crossing Safety Level of Efforts Projects  Safety	PE ROW CONST	100			100	On schedule for completion in 2022 if a project is identified
		TOTAL	100			100	

**2019-2022 Transportation Alternatives Projects**

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
City of Superior 113-17-011	Superior Active Transportation Plan TAP funding 8998-00-03	PE ROW CONST	120		30	150	Project carried over to 2020
		TOTAL	120		30	150	

**2019-2022 TRANSIT PROJECTS**

**DTA Projects**

No Change in Projected Funding Years

Year	Project/Description	Federal Cost	State Cost	Local Cost	Fare Box Revenue	Total Cost
2019	DTA Sec. 5307 Operating Assistance - Regular Route	\$601,984	\$404,348	\$574,412	\$154,311	\$1,735,055
2019	DTA Sec. 5307 Operating Assistance - STRIDE	\$26,808	\$31,790	\$56,990	\$12,251	\$127,839
2019	DTA Sec. 5307 Capital Assistance	\$60,000		\$15,000		\$75,000
2020	DTA Sec. 5307 Operating Assistance - Regular Route	\$632,083	\$419,534	\$604,889	\$156,626	\$1,813,132
2020	DTA Sec. 5307 Operating Assistance - STRIDE	\$27,612	\$32,451	\$58,671	\$12,434	\$131,434
2021	DTA Sec. 5307 Operating Assistance - Regular Route	\$663,687	\$434,787	\$635,707	\$158,941	\$1,893,123
2021	DTA Sec. 5307 Operating Assistance - STRIDE	\$28,440	\$33,115	\$60,405	\$12,618	\$134,578
2021	DTA Sec. 5307 Capital Assistance	\$60,000		\$15,000		\$75,000
2022	DTA Sec. 5307 Operating Assistance - Regular Route	\$696,871	\$451,309	\$669,399	\$161,325	\$1,978,904
2022	DTA Sec. 5307 Operating Assistance - STRIDE	\$29,293	\$33,777	\$62,217	\$12,807	\$138,094

### Transit Projects (5317)

Jurisdiction and Project Number	Project Description	Estimated Costs & Funding Sources				Calendar Year Fund	Project Status
		Federal	State	Local	Total		
North Country Independent Living 113-19-007	Funding of a Voucher Program for individuals with disabilities experiencing transportation barriers in 8 NW counties	178,288		178,288	356,576	2019	Program cycle CY 2019 – project on schedule for completion in 2019.
North Country Independent Living 113-19-008	Funding a mobility manager within NCIL	27,206		6,800	34,006	2019	Program cycle CY 2019 – project on schedule for completion in 2019.
Challenge Center of Superior 113-19-009	Funding a Minibus Replacement Vehicle	31,200		7,800	39,000	2019	Program cycle CY 2019 – project on schedule for completion in 2019.

### Transit Projects (5311)

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

## Chapter 7: Community Impact Assessment

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

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

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

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

- #3 113-15-001 IH 535 Bridge Management Study (CY 2020)
- #5 113-16-006 IH535 Superior – Duluth (CY 2020)
- #6 113-16-010 IH535 St. Louis River Bridge – (CY 2020)
- #19 113-17-019 IH535 Blatnik Bridge (CY 2020)
- #38 113-19-013 IH 535 (B16-001-005) (CY 2020)

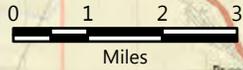
Minority Area TIP Project Listing (see map for general location)

- #15 and #16 113-17-015 & 016 STH 35/Tower Ave: 64<sup>th</sup> St to 69<sup>th</sup> St (CY 2021/2022)

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# Transportation Improvement Program Wisconsin MIC Area Minority and Low Income Populations



**2020-2023  
Transportation  
Improvement  
Projects**

**Project Year**

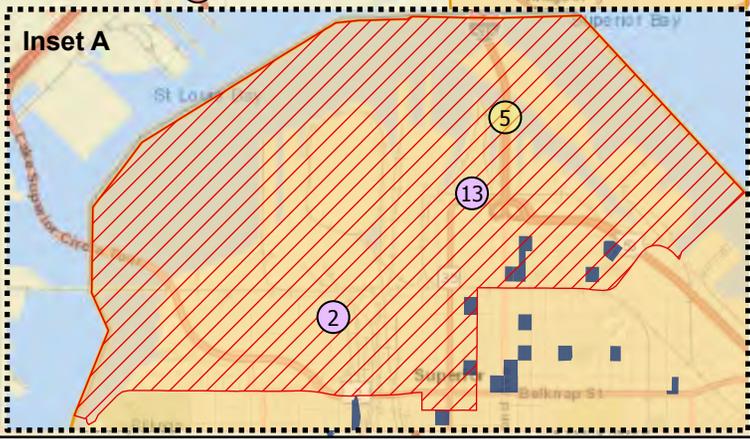
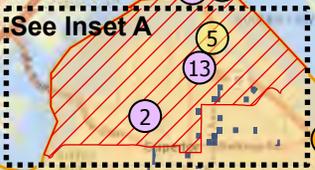
- 2020
- 2021
- 2022
- 2023

**Demographics**

- Low Income Census Tracts\*  
(2013-2017 ACS Estimates)
- Minority Population\*\*  
(2010 US Census Blocks)

\*Median household income is at, or below, the Department of Health and Human Services (HHS) poverty guidelines at the census tract level. HHS poverty guideline for a family of four is \$25,750 (2019).

\*\*Census block where minorities make up 26% or more of the block's total population.



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## Chapter 8: Public Involvement

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

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

### 2020-2023 MIC TIP Public Participation

- Calendar year 2023 project requests and other 2020-2022 project activities not listed with the current TIP were forwarded to representative agencies in June 2019 soliciting candidate multi-modal transportation projects.
- The draft TIP will be reviewed and acted upon by the MIC on August 21, 2019 officially releasing the draft document for public comment. At the August MIC meeting the proposed draft 2020-2023 TIP will be reviewed and opportunity for public comment made available to all participants present.
- The 2020-2023 Superior Urbanized TIP will be posted to the MIC and NWRPC websites prior to publication of the legal notice officially opening the 30-day public comment period.
- Legal notice on the 30-day public comment period will be published on or about August 30, 2019 in *The Superior Telegram*. A copy of the public notice and affidavit will be included in the appendix.
- Letters will be distributed to various state and federal agencies, Tribal Nations, and other local organizations as part of the MIC's consultation and outreach efforts in seeking input regarding the draft TIP. Copies of the letters will be included in the appendix.
- A public information meeting will be held on September 19, 2019 at the Government Center. MIC staff will be available at the public information session to review the draft TIP and project location maps proposed within the TIP.
- Public comments and staff communication to questions related to the draft TIP will be kept and summarized and included in the appendix.
- The Transportation Advisory Committee (TAC) will consider approval of the 2020-2023 TIP on October 15, 2019. Opportunity for public comment will be made available to all participants present at the TAC meeting. A summary of

public comments that may be made at the October 15, 2019 meeting will be included in the appendix.

- The MIC will consider approved the 2020-2023 TIP on October 16, 2019. Opportunity for public comment will be made available to all participants present at the MIC meeting. A summary of public comments that may be made at the October 16, 2019 meeting will be included in the appendix.

# **Appendix I**

## **TIP Amendment Process**

**A. Annual TIP Development and Approval Process**

**Staff Actions**

1. Administer TIP project solicitation process with eligible jurisdictions.
2. Develop the Draft TIP document and present it to MIC and TAC for their approval to release the plan for the required 30-day public comment period.
3. Publish legal notice and public meeting ad and release Draft TIP for 30-day public comment period.
4. Make Draft Plan available to the public in print and electronic (pdf) formats at the following locations:
  - a. NWRPC & MIC websites (pdf)
  - b. NWRPC & MIC/ARDC offices (printed copy)
  - c. Printed copies will also be provided upon request.
5. Publicize and hold a public meeting during the 30-day comment period.
6. Conduct consultation with state and federal agencies prior to the end of the 30-day comment period, to review projects and take comments on the Draft document;
7. Present Final TIP to MIC and TAC for approval.
8. Make the final TIP document available to the public in both hard copy (printed) and electronic (pdf) formats at the following locations:
  - a. NWRPC & MIC websites (pdf)
  - b. NWRPC & MIC/ARDC offices (hard copy)
  - c. Copies will also be provided upon request.

9. Conduct a Review of Public Involvement Activities

- a. Quantify and analyze their effectiveness for use during next TIP cycle.

**B. TIP Amendment Procedures**

For the current Superior Metro TIP, any changes proposed to listed projects will lead to one of three outcomes:

**I. Administrative Modification**

**II. Minor Amendment**

**III. Major Amendment**

For all outcomes, the amended TIP must remain fiscally constrained within the revenues that can reasonably be expected to be available.

The following criteria and procedures will be followed when reviewing a project change in the TIP and determining the appropriate action:

**I. Administrative Modification Procedures**

**Criteria**

An Administrative Modification to the TIP is appropriate if project changes meet **all** of the following criteria:

- Modification does NOT trigger a re-determination of fiscal constraint.
- A minor change in project/project phase costs does not exceed 10 percent (10%) of the total federal funding programmed for the calendar year within the Superior metropolitan area as represented in the TIP for the calendar year, or \$1,000,000.
- A minor change in project/project phase initiation dates.
- Changes in scope (character of work or project limits)

while remaining reasonably consistent with the approved project.

- A minor change in funding sources of previously included projects such as changing the source of funding category (IM, NHS, STP, earmarks); or amount of federal funding for a project without changing the scope of work or schedule for the project or any project within the TIP.

#### Staff Actions

After it has been determined that an Administrative Modification to the TIP is necessary, the answers to the following six questions will guide the next steps to be taken:

1. Is a formal public comment period required? **No**
2. Is a new Community Impact/Environmental Justice analysis required for this TIP project? **No**
3. Is formal action necessary by the MIC Policy Board? **No**
4. Will public involvement occur? **Yes** - through the regular MIC and TAC meeting processes:
  - a. Provide advance notice of the proposed changes to the TIP project by including a description in the 'Project Updates' section of the published Agenda;
  - b. Present any comments received to the MIC board and include them in the published Meeting Summary;
  - c. Include the description of the proposed changes to the TIP project in the published Meeting Summary.
5. Will project lists be updated and made available to the public, and both electronic and hard copies provided upon request? **Yes** - Updated project lists will be found at the following locations:

- a. NWRPC & MIC websites (pdf)
  - b. NWRPC & MIC/ARDC offices (hard copy)
6. Will correspondence about the project change be transmitted to WisDOT and FHWA/FTA? **Yes**, after TAC and MIC meetings have occurred.

## II. Minor Amendment Procedures

### Criteria

A Minor Amendment to the TIP is necessary if project changes meet **any** of the following criteria:

- Adding an exempt/preservation (reconditioning, reconstruction, or rehabilitation) project to the first four years of the TIP, including advancing a project for implementation from an illustrative list or from the out-years of the TIP.
- Moving an exempt/preservation project out of the TIP.
- Changing the scope (character of work or project limits) of an exempt/preservation project within the first four years of the TIP such that the original project description is no longer reasonably accurate.
- Changing project funding such that the change impacts the funding for other projects within the first four years of the TIP, forcing a project out of the four-year window.
- Changing project/project phase costs, that are under 10 percent of the total Federal funding programmed for the calendar year within the Superior Urbanized area as represented in the TIP for the calendar year, or \$1,000,000 and did not meet the criteria for Administrative Modification.

#### Staff Actions

After it has been determined that a Minor Amendment to the TIP is necessary, the answers to the following six questions will guide the next steps to be taken:

1. Is a formal public comment period required? **No**
2. Is a new Community Impact/Environmental Justice analysis required for this TIP project? **No**
3. Is formal action necessary by the MIC Policy Board?  
**Yes** – Present the Amendment for approval at TAC and MIC meetings:  
List the proposed Amendment as a voting item on the published Agenda for meetings of both the MIC Policy Board and the Transportation Advisory Committee (TAC) and prepare a Resolution for signature by the MIC Board chair.

4. Will public involvement occur?: **Yes** - through the regular MIC and TAC meeting processes:

- a. Provide advance notice of the proposed changes to the TIP project by listing "Opportunity for Public Comment" on the published Meeting Notice and by including the Amendment as a voting item on the published Agenda, at least one week prior to the scheduled action on the Amendment;
- b. Include a description in the accompanying meeting materials of the proposed changes to the TIP project, as well as a copy of the proposed Amendment, for public review;
- c. Present any comments received to the MIC Board and include them in the published Meeting Summary;

- d. Include a description of the proposed changes to the TIP project, as well as the result of the MIC Board vote on the Amendment, in the published Meeting Summary.
5. Will the project lists be updated and made available to the public, and both electronic and hard copies provided upon request? **Yes** - Copies of all Amendments and updated project lists will be found at the following locations:
  - a. NWRPC & MIC websites (pdf)
  - b. NWRPC & MIC/ARDC offices (hard copy)
6. Will correspondence about the approved project change, including a copy of the signed Resolution, be transmitted to WisDOT and FHWA/FTA? **Yes**, after proposed project change has been approved by the TAC and MIC.

### III. Major Amendment Procedures

#### Criteria

A Major Amendment to the TIP is necessary if project changes meet **any** of the following criteria:

- Adding a nonexempt/capacity expansion project to the first four years of the TIP, including advancing a project for implementation from an illustrative list or from the out-years of the TIP.
- Moving a nonexempt/capacity expansion project out of the first four years of the TIP.
- Change in scope (character of work or project limits) of a nonexempt/capacity expansion project within the first four years of the TIP such that the original project description is no longer reasonably accurate.

- Adding or deleting any project that exceeds the lesser of:
  - a. 10% of the total Federal funding programmed for the calendar year, or
  - b. \$1,000,000.

#### Staff Actions

After it has been determined that a Major Amendment to the TIP is necessary, the answers to the following six questions will guide the next steps to be taken:

1. Is a formal public comment period required? **Yes**
2. Is a new Community Impact/Environmental Justice analysis required for this TIP project? **Yes**
3. Is formal action necessary by the MIC Policy Board?

**Yes** – Present the Amendment for approval at TAC and MIC meetings:

- a. List the proposed Amendment as a voting item on the published Agenda for meetings of both the MIC Policy Board and the Transportation Advisory Committee (TAC) and prepare a Resolution for signature by the MIC Board chair.

4. Will public involvement occur?: **Yes** – Public involvement will include at least two (2) methods of advance public notice to occur prior to the scheduled action on the Amendment, as follows:

- a. Through the regular MIC and TAC meeting processes:
  - i. Provide advance notice of the proposed changes to the TIP project by listing “Opportunity for Public Comment” in the published Meeting Notice and by including the Amendment as a voting item on the published Agenda at least one week prior to

- the scheduled action on the Amendment;
- ii. Include a description in the accompanying meeting materials of the proposed changes to the TIP project, as well as a copy of the proposed Amendment, for public review;

- iii. Present any comments received to the MIC board and include them in the published Meeting Summary;

- iv. Include a description of the proposed changes to TIP project, as well as the result of the MIC Board vote on the Amendment, in the published Meeting Summary.

#### b. Additional public involvement techniques include:

- i. Utilizing the MIC’s social media outlets (OpenMIC blog, Facebook page) to explain the proposed amendment and solicit public comment.
  - ii. Publishing a legal notice in the local newspaper.
5. Will the project lists be updated and made available to the public, and both electronic and hard copies provided upon request? **Yes** – Copies of all Amendments and updated project lists will be found at the following locations:
    - a. NWRPC & MIC websites (pdf)
    - b. NWRPC & MIC/ARDC offices (hard copy)

6. Will correspondence about the approved project change, including a copy of the signed Resolution, be transmitted to WisDOT and FHWA/FTA? **Yes**, after proposed project change has been approved by the TAC and MIC.

## **Appendix II**

### **Public Notice for 30-day Public Comment**

**Legal Notice for publication in The Superior Telegram (August 30, 2019)**

**LEGAL NOTICE**

The Duluth-Superior Metropolitan Interstate Council (MIC) has prepared a Draft Calendar Year 2020-2023 Transportation Improvement Program (TIP) for the Superior Urbanized Area. A TIP lists all roadway, rail, transit and other transportation related projects in the Superior metropolitan planning area that are scheduled to receive federal funds. A formal 30-day public comment period on the draft TIP will begin August 30, 2019 through September 30, 2019. To request a hard copy document contact Sheldon Johnson, who is taking all public comments at 715-635-2197. A digital copy of the document is available at [www.nwrpc.com](http://www.nwrpc.com) and [www.dsmic.org](http://www.dsmic.org). Comments are also welcomed at a public informational display to be held on Thursday, September 19, 2019 from 11:00am to 12:00pm at the Government Center “Atrium” (1316 N. 14<sup>th</sup> Street, Superior, WI). Additionally, public input and comments can be made at the MIC meeting on October 16, 2019 beginning at 6:30pm at the Douglas County Government Center, 1316 N. 14<sup>th</sup> Street, Superior, WI.

## **Appendix III**

### **Consultation and Outreach Letters**



Northwest Regional Planning Commission

**NWRPC**

*keeping your future as our focus*

*Serving communities within and counties of*

ASHLAND, BAYFIELD, BURNETT,

DOUGLAS, IRON, PRICE, RUSK, SAWYER,  
TAYLOR, & WASHBURN

August 29, 2019

«First\_Name» «Last\_Name»

«Department\_or\_Company»

«Street\_Address\_1»

«City», «State» «Zip»

«GreetingLine»

The Duluth-Superior Metropolitan Interstate Council (MIC) has approved the release of the draft 2020-2023 Superior Urbanized Area Transportation Improvement Program. Starting August 30, 2019 a formal 30-day public comment period will begin for individuals, agencies, organizations, etc. to provide any comments related to the activities identified in the Transportation Improvement Program (TIP).

The TIP represents a listing of federal and state transportation projects within the City of Superior; Villages of Oliver and Superior; and the Towns of Lakeside, Parkland, and Superior. You are receiving this letter as part of the MIC's consultation and outreach efforts seeking input regarding the 2020-2023 draft Superior Urbanized Area TIP. The document can be found at [www.dsmic.org](http://www.dsmic.org) and [www.nwrpc.com](http://www.nwrpc.com).

The 2020-2023 Superior Urbanized Area Transportation Improvement Program will be presented to the MIC on Wednesday, October 16, 2019 for approval. In addition to your written, phone, or email input, comments may also be presented at the MIC Board meeting to be held at the Douglas County Government Center, 1316 North 14<sup>th</sup> Street, Room 270, Superior WI on October 16<sup>th</sup> beginning at 6:30pm.

If you have any comments or questions, please contact me at 715-635-2197, by email at [sjohnson@nwrpc.com](mailto:sjohnson@nwrpc.com), or by mail at 1400 S. River Street, Spooner WI 54801.

Sincerely,

Sheldon Johnson

First Name	Last Name	Department or Company	Street Add	City	State	Zip
James	Yack	DNR Regional Headquarters	107 Sutliff	Rhinelande	WI	54501
Jill	Nyberg	North Country Independent Living	69 N 28th	Superior	WI	54880
		Superior Housing Authority	PO Box 45	Superior	WI	54880
		Army Corp of Engineers	15954 Rive	Hayward	WI	54843
Chris	Belden	Duluth Transit Authority	2402 W Mi	Duluth	MN	55806
		Douglas County ADRC	1316 N 14t	Superior	WI	54880
Planning	Department	St. Croix Chippewa Indians of Wisconsin	24663 Angi	Webster	WI	54893
Planning	Department	Lac Courte Oreilles Band of Lake Superior	13394 W T	Hayward	WI	54843
Planning	Department	Red Cliff Band of Chippewa	88385 Pike	Red Cliff	WI	54814
Planning	Department	Bad River Band of Lake Superior	PO Box 39	Odanah	WI	54861
Planning	Department	Fond du Lac Band of Lake Superior	1720 Big La	Cloquet	MN	55720
Brent	Pickard	NW WisDOT Tribal Liaison	718 W Clai	Eau Claire	WI	54701
		Douglas County Historical Society	1101 John	Superior	WI	54880
Keith	Wiley	Douglas County Planning & Zoning	1313 Belkn	Superior	WI	54880
Jason	Serck	Superior Planning Department	1316 N 14t	Superior	WI	54880
Scott	Luostari	Lakeside	3729S Pine	Poplar	WI	54864
Justin	Prendergas	Parkland	4043S CTH	South Rang	WI	54874
Ronald	Pete	Superior	4917 S Stat	Superior	WI	54880
Alex	Grymala	V. Superior	6702 Ogde	Superior	WI	54880
Gary	Abraham	V. Oliver	3055 S. Mil	Superior	WI	54880

## **Appendix IV**

# **Public Comments and Communication**

A summary of public comments will be provided upon the close of the 30 day public comment period. A public information session is planned for Thursday, September 19 at the Government Center Atrium located at 1316 N 14<sup>th</sup> Street, Superior WI.

# **Appendix V**

## **Resolutions**