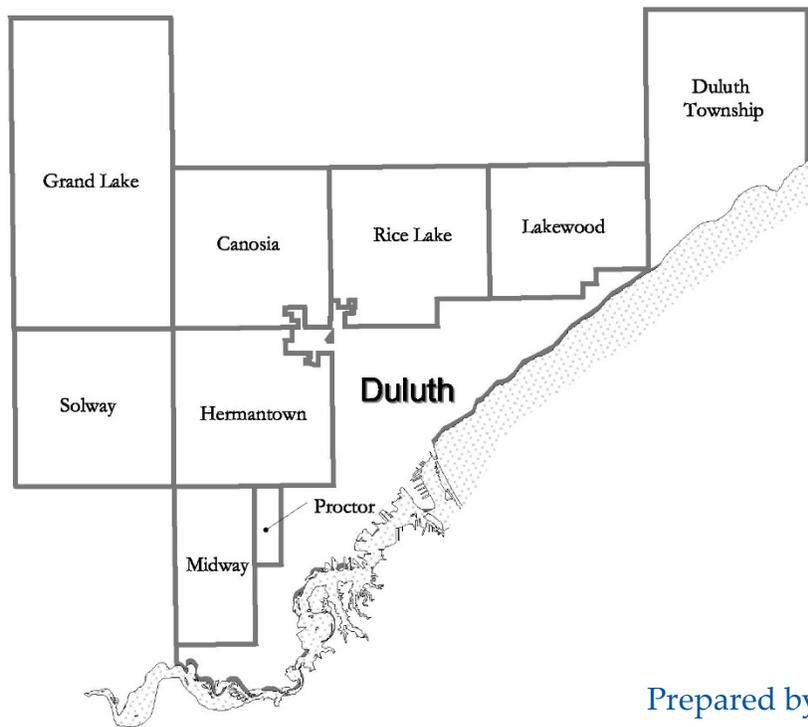


# DRAFT

## FY 2021-2024

### TRANSPORTATION IMPROVEMENT PROGRAM for the Duluth Metropolitan Area

*Released for public comment May 21 through June 19, 2020*



Prepared by the  
Duluth-Superior



MIC Approval:

FHWA Approval:

Metropolitan Interstate Council

# DRAFT Duluth Area Transportation Improvement Program FY 2021-2024

*Released for public comment May 21 through June 19, 2020*

Prepared by the Duluth-Superior Metropolitan Interstate Council  
*a division of the Arrowhead Regional Development Commission*



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  
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(218) 529-7541 / (800) 232-0707 / micinfo@arc.org  
www.dsmic.org



**To view this TIP online:**

[www.dsmic.org/duluth2024/](http://www.dsmic.org/duluth2024/)

Printed copies are also available by contacting the MIC at micinfo@arc.org

#### **Acknowledgements**

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May 2020

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Ed Anderson – City of Superior Citizen Rep	Chris Belden – Duluth Transit Authority
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## *Map Disclaimer*

The information in these maps is a compilation of data derived 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. Maps and data are to be used for reference purposes only and the Arrowhead Regional Development Commission (ARDC) and the Duluth-Superior Metropolitan Interstate Council (MIC) are not responsible for any inaccuracies herein contained. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, use, or misuse of the information herein provided.

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

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

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

### Duluth-Superior Metropolitan Interstate Council

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

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

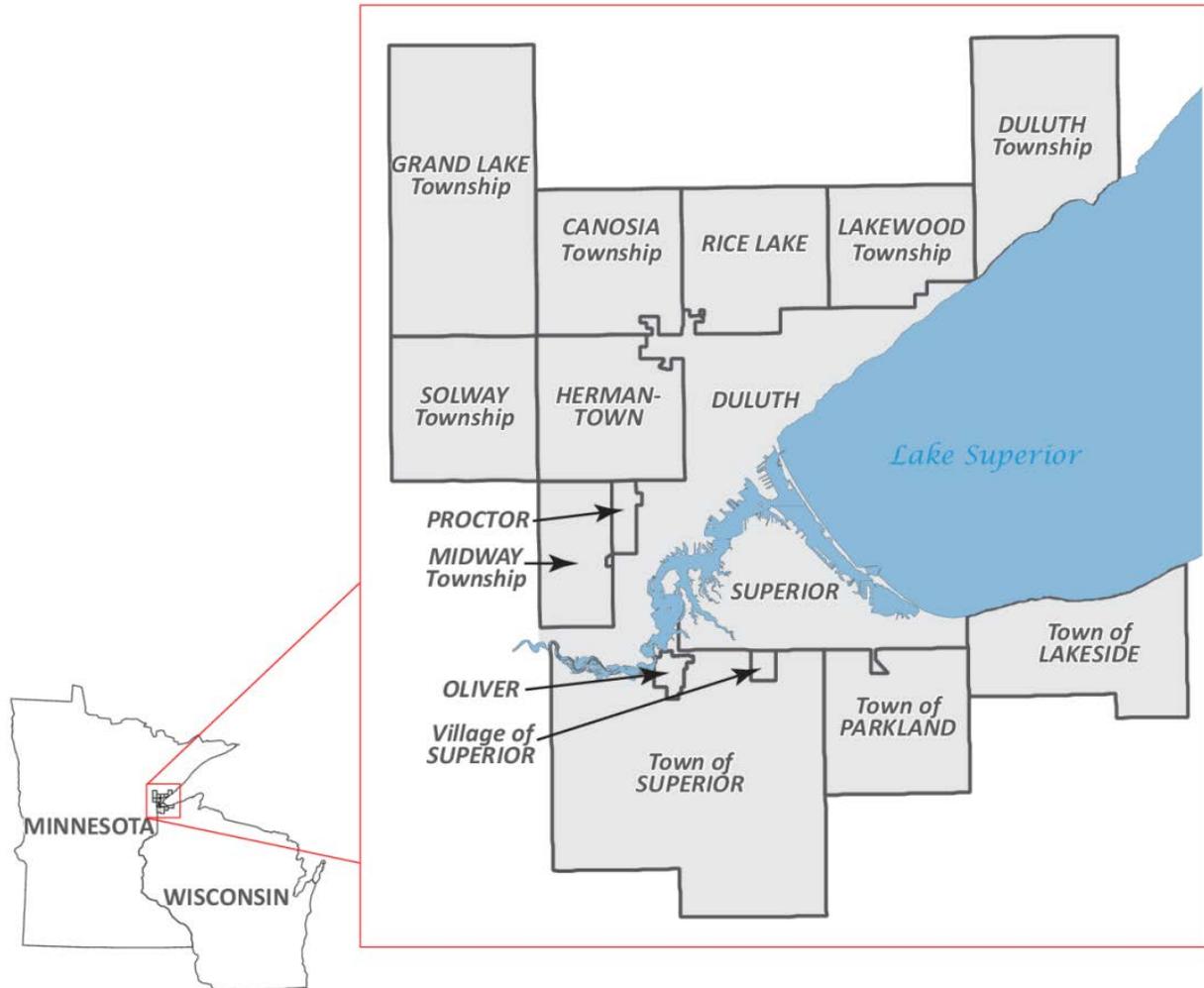
### Planning Process

In the transportation planning process, the MIC's role includes:

- Maintaining a certified "3-C" transportation planning process: continuing, cooperative, and comprehensive.
- Coordinating the planning and implementation activities of local, regional, and state transportation agencies.
- Undertaking an effective public participation process, which ensures meaningful public input, is part of the decision-making process behind plans and programs.
- Providing leadership both in setting transportation policy and in metropolitan system planning.
- Lending technical support in planning and operations to local governments.

- Planning for an intermodal transportation system that is economically efficient, environmentally sound, provides the foundation to compete in the global economy, and will move people and goods in an energy-efficient manner.

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



### Planning Factors

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

1. Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
2. Increase safety of the transportation system for motorized and non-motorized users.
3. Increase security of the transportation system for motorized and non-motorized users.

4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance integration and connectivity of the transportation system, across and between modes, people and freight.
7. Promote efficient system management and operation.
8. Emphasize preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
10. Enhance travel and tourism

## Transportation Improvement Program

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

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

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

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

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

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

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

### Federal Funding Sources

Projects included in the Duluth Area TIP will be funded by one of the following funding categories. Funding sources are identified in the following project tables by the acronym in parentheses after each funding name listed below.

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

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

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

The National Highway Performance Program combines the former Interstate Maintenance (IM), the National Highway System (NHS), and Highway Bridge (BH) programs of SAFETEA-LU. The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

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

The purpose, among other goals, of the National Highway Freight Program (NHFP) is to improve efficient movement of freight on the National Highway Freight Network (NHFN). NHFN replaces the National Freight Network and Primary Freight Network established under the Moving Ahead for Progress in the 21st Century Act (MAP-21). Section 1116 requires the re-designation of the

NHFN every five years, and repeals Section 1116 of MAP-21, which allowed for an increased Federal share for certain freight projects. NHFP funds may be obligated for projects that contribute to the efficient movement of freight on the National Highway Freight Network (NHFN) and are consistent with the planning requirements of sections 134 and 135 of title 23, United States Code.

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

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

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

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

**Transportation Alternatives (TA):**

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

**Federal Transit Administration (FTA):**

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

**Early Let Late Award (ELLA)**

MnDOT's ELLA process is a tool used to manage project delivery and fluctuations in funding. This process is used on MnDOT projects only and affects both the federal and state funding targets and

the State Road Construction Budget in the year of funding availability. ELLA projects are let in one state fiscal year (July 1 to June 30) and awarded (i.e., funds actually encumbered) in the following fiscal year. The advantage of ELLAs are that it allows the project to be let and awarded in advance of funding availability so that work can begin as soon as the next SFY begins. (Source – MnDOT STIP)

### **DEMO**

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

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

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

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

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

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

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

Funding identified as “LF” indicates projects that are being funded almost exclusively with local funds but are identified as “regionally significant” and are therefore included in the TIP. The MIC’s Regionally Significant Projects definition can be found on p. 38.

## FY 2021-2024 TIP Projects

The following project tables list all the transportation projects scheduled for federal and/or state funding on the Minnesota side of the Duluth-Superior Urbanized Area. The Wisconsin side can be found in a separate Superior Urbanized Area TIP document. It includes estimated project costs that have been adjusted to represent an annual rate of inflation for roadway projects and for transit related projects. The map following the project tables depicts the location of projects that have a specific geography. The structure of the tables is as follows:

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

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

**Route System** – route designation or type of route.

**Roadway Name** – Common roadway name

**Mile** – Estimated length of the project

**Work Type** – Identifies if project is roadway, bridge, safety, transit, bike/ped, etc.

**Project Description** – Scope of project and its location.

**Proposed Fund** – type of funds utilized for the project, LF = local funding, SF = state funding, HSIP = highway safety improvement program, NHPP = national highway performance program,

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

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

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

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

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

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

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

Table 1: FY 2021

Project Number	Agency	Route System	Mile	Work Type	Project Description	Proposed Fund	Fed \$ (Non-AC)	Fed AC	Fed AC Payback	State TH and/or Bond	Other	Project Total
69-00207	MnDOT	MSAS 166	NA	Railroad	NSSR RR, install gates and flashing lights at MSAS 166, N 40th Ave, Duluth, St. Louis County.	RSS	\$ 115,000	\$ -	\$ -	\$ -	\$ 115,000	\$ 230,000
69-00208	MnDOT	MSAS 195	NA	Railroad	Install gates and flashing lights at MSAS 195 (S 60th Ave E) in Duluth at NSSR Railroad.	RSS	\$ 115,000	\$ -	\$ -	\$ -	\$ 115,000	\$ 230,000
6982-322 WP2	MnDOT	I-35	1.1	Bridge	**AC**CHAP 3**CMGC** WP#2 IN DULUTH I-35, FROM 0.28 MI. S OF 27TH AVE W. TO 0.1 MI N. GARFIELD AVE & US 53 FROM MICHIGAN ST TO 21ST AVE W & I-535 FROM 0.3 MI. E OF I-35 TO JCT I-35. CONSTRUCT 5 NEW BRIDGES, CONSTRUCT TEMP BR#69139, REHAB BRIDGES AND PAVEMENT REPLACE, CONST PILE SUPPORTED EMBANKMENT, WALL & FOUNDATION CONSTRUCTION, ITS, ADA IMPROVEMENTS, SIGNALS, LOCAL STREET IMPROVEMENTS (AC PROJECT, PAYBACK 2032) (TIED TO 6982-322WP1)	NHPP, BF, SF	\$ 34,400,000	\$ 54,800,000	\$ -	\$ 90,800,000	\$ -	\$ 180,000,000
6981-9030 L	MnDOT	I-535	0.5	Bridge	Painting the Blatnik Bridge between Duluth and Superior over the St. Louis River in St. Louis County.	LF NHPP SF	\$ 4,095,000	\$ -	\$ -	\$ 455,000	\$ 4,550,000	\$ 9,100,000
6982-324	MnDOT	I-35	0.1	DRAINAGE	Drainage system improvement at Lakewalk in Duluth.	SF	\$ -	\$ -	\$ -	\$ 1,100,000	\$ -	\$ 1,100,000
6982-327	MnDOT	I-35	3.35	ITS	I35 in Duluth from JCT Mesaba Ave to JCT London Rd/26th Ave. E Extend fiber optic cable and add additional traffic cameras.	NHPP SF	\$ 382,500	\$ -	\$ -	\$ 42,500	\$ -	\$ 425,000
6910-106	MnDOT	MN 23	0.1	Roadway	Hwy23 in Duluth construct 134 Ave W	SF	\$ -	\$ -	\$ -	\$ 230,000	\$ -	\$ 230,000
6910-107	MnDOT	MN 23	0.2	Enhancement	Hwy23 in Duluth Mission Creek Cemetary Landscaping	SF	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000
088-070-067	St. Louis County	NA	NA	Roadway	MULTI-COUNTY VARIOUS LOCATIONS. INSTALL 6 INCH WET REFLECTIVE EDGLINE STRIPING. (ASSOC 009-070-008, 031-070-008, 069-070-041)	HSIP	\$ 700,000	\$ -	\$ -	\$ -	\$ 78,000	\$ 778,000
6908-69	MnDOT	US 2/CSAH 56	0.1	Roadway	**LPP** US 2 IN HERMANTOWN AT JCT CSAH 56, MORRIS THOMPSON RD. INTERSECTION IMPROVEMENTS AND CONST LEFT TURN LANES (SLC 069-656-019)	SF	\$ -	\$ -	\$ -	\$ 530,000	\$ -	\$ 530,000
6982-328NLTMAC	MnDOT	NA	NA	Roadway	**AC**SPPF** I-35 IN DULUTH, TPI LOCAL TRAFFIC MITIGATION, CPR/INTERSECTION IMPROVE GARFIELD AVE & RR ST. PAVE REHAB 27TH AVE W & 46TH AVE W. TRAFFIC MITIGATION LOCAL SYSTEM. (AC PAYBACK 2 OF 2)	NHPP	\$ -	\$ -	\$ 120,000	\$ -	\$ -	\$ 120,000
8821-332	MnDOT	NA	NA	ITS	**ITS** DISTRICTWIDE SIGNAL COMMUNICATION & PTZ CAMERAS	STP Statewide/SF	\$ 324,000	\$ -	\$ -	\$ 81,000	\$ -	\$ 405,000
069-070-055PE21	St. Louis County	NA	NA	Bridge	MNDOT D1/ST. LOUIS COUNTY BRIDGE BUNDLE PARTNERSHIP TO REPLACE 21 BRIDGES, INCLUDES MNDOT BRIDGES ALONG MN 210 #6290, 6292, 6293 & 6294. SLC IS LEAD/ASSOC PRELIMINARY ENGINEERING (8821-336)	FFM/LF (SLC)	\$ 1,040,000	\$ -	\$ -	\$ -	\$ 260,000	\$ 1,300,000
6982-322 WP1	MnDOT	I-35	1.32	Bridge	**CMGC**SPPF** WP#1 IN DULUTH I-35, FROM 0.28 MI. S. 27TH AVE W. TO 0.1 MI N. GARFIELD AVE & US 53 FROM MICHIGAN ST TO 21ST AVE W & I35, 0.2MI E OF I35 TO JCT I-35 & REPL. 27TH AVE W BR# 69834 WITH NEW BR# 69909, REPL. MILLER CREEK BR# 91069 WITH NEW BR#69X19. CONSTRUCTION NEW BR#69905. PAVEMENT REPLACE. DRAINAGE COFFEE CREEK RELOCATION. INTERSECTION IMPROVEMENTS AT MICHIGAN AND SUPERIOR ST. AND 1ST ST & PIEDMONT AVE. BRIDGE DEMOLITIONS, UTILITIES, CONST. X-OVERS. (\$20M BUILD GRANTS)(TIED TO 6982-322-WP2)	FFM SF	\$ 76,800,000	\$ -	\$ -	\$ 19,200,000	\$ -	\$ 96,000,000
6982-335	MnDOT	I-35	0.3	Concrete pavement rehab	In Duluth, Thompson Hill rest area repairs.	NHPP SF	\$ 3,150,000	\$ -	\$ -	\$ 350,000	\$ -	\$ 3,500,000
069-656-018	St. Louis County	CSAH 56	4.7	Road	CSAH 56 , MORRIS THOMAS RD, IN HERMANTOWN AT JCT US 2 TO HANES RD. BITUMINOUS RESURFACING, CULVERTS	STBGP 5K-200K	\$ 1,360,000	\$ -	\$ -	\$ -	\$ 1,290,000	\$ 2,650,000
118-118-005	Duluth	MSAS 118	0.44	Road	Resurface Railroad Street in the City of Duluth from 5th Ave West to Canal Park.	STBGP 5K-200K	\$ 1,360,000	\$ -	\$ -	\$ -	\$ 357,150	\$ 1,717,150
TRF-0016-21	Duluth Transit Authority	NA	NA	Transit	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	FTA LF	\$ 1,095,148	\$ -	\$ -	\$ -	\$ 16,223,852	\$ 17,319,000
TRF-0016-21A	Duluth Transit Authority	NA	NA	Transit	SECT 5307: DTA, ITS AND SECURITY IMPROVEMENTS (PHONE SYSTEMS CAMERA AND SOFTWARE UPDATES)	FTA LF	\$ 440,000	\$ -	\$ -	\$ -	\$ 88,000	\$ 528,000
TRF-0016-21C	Duluth Transit Authority	NA	NA	Transit	SECT 5307: DTA, BUS FACILITIES IMPROVEMENTS (GARAGE DOOR REPLACEMENTS, LIGHTING, SIGNAGE, FACILITY REHAD)	FTA LF	\$ 408,000	\$ -	\$ -	\$ -	\$ 102,000	\$ 510,000
TRF-0016-21D	Duluth Transit Authority	NA	NA	Transit	SECT 5307: DTA, SERVICE VEHICLES AND EQUIPMENT/DULUTH TRANSIT AUTHORITY; FUEL TANK REPLACEMENT	FTA LF	\$ 240,000	\$ -	\$ -	\$ -	\$ 48,000	\$ 288,000
TRF-0016-21E	Duluth Transit Authority	NA	NA	Transit	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -	\$ -	\$ -	\$ -	\$ 1,019,500	\$ 1,019,500
TRS-0016-21G	Duluth Transit Authority	NA	NA	Transit	SECT 5307: DULUTH TRANSIT AUTHORITY;BUS SUPPORT EQUIPMENT/FACILITY REHABILITATION	FTA LF	\$ 80,000	\$ -	\$ -	\$ -	\$ 20,000	\$ 100,000
TRS-0016-21T	Duluth Transit Authority	NA	NA	Transit	DULUTH TRANSIT AUTHORITY; PURCHASE NINE (9) STANDARD 40 FT. REPLACEMENT BUSES	STBGP 5K-200K LF	\$ 2,120,000	\$ -	\$ -	\$ -	\$ 530,000	\$ 2,650,000
							\$128,224,648	\$ 54,800,000	\$ 120,000	\$ 114,288,500	\$ 24,796,502	\$ 322,229,650

Table 2: FY 2022

Project Number	Agency	Route System	Mile	Work Type	Project Description	Proposed Fund	Fed \$ (Non-AC)	Fed AC	Fed AC Payback	State TH and/or Bond	Other	Project Total
6932-14	MnDOT	Hwy 53/MN 194	7.9	Roadway	Hwy 194 resurface highway from Hwy 2 to Hwy 53. Intersection improvements at Midway Rd and Hwy 53/Lindahl Rd. Construct Roudabout at CSAH 13/Midway Rd.	NHPP LF SF	\$ 2,400,000	\$ -	\$ -	\$ 600,000	\$ 550,000	\$ 3,550,000
3804-61	MnDOT	MN 61	6.813	Roadway	Resurface MN 61 Expressway from 0.1 mi N Knife River to 0.3 mi South Scenic 61.	NHPP SF	\$ 4,976,000	\$ -	\$ -	\$ 1,244,000	\$ -	\$ 6,220,000
6982-318	MnDOT	I 35	2.693	Roadway	Thompson Hill - I-35 Pavement Overlay from Boundary Ave to Central Ave	NHPP SF	\$ 2,700,000	\$ -	\$ -	\$ 300,000	\$ -	\$ 3,000,000
069-060-002 AC	St. Louis County	CH 61	NA	Rest Area	French River wayside rehabilitation and Bridge Replacement	TA	\$ -	\$ -	\$ 480,000	\$ -	\$ -	\$ -
069-070-043	St. Louis County	Various	NA	Roadway	ST LOUIS COUNTYWIDE SAFETY IMPROVEMENTS. 6" EDGELINES	HSIP LF	\$ 63,000	\$ -	\$ -	\$ -	\$ 7,000	\$ 70,000
069-637-025	St. Louis County	CSAH 37	0.2	Roadway	In Duluth, construct roundabout, JCT CSAH 37, Snively Rd and Glenwood St	STBGP 5K-200K LF	\$ 550,000	\$ -	\$ -	\$ -	\$ 950,000	\$ 1,500,000
069-637-026	St. Louis County	CSAH 37	1	Roadway	In Duluth, CSAH 37, Snively Rd from JCT Woodland Ave to Glenwood St BIT mill and overlay	STPBGP 5K-200K LF	\$ 140,000				\$ 160,000	\$ 300,000
069-609-047	St. Louis County	CSAH 9	1.558	Roadway	CSAH 9 FROM ANOKA ST TO ARROWHEAD RD IN DULUTH, BIT MILL & OVERLAY	STBGP 5K-200K LF	\$ 650,000	\$ -	\$ -	\$ -	\$ 1,350,000	\$ 2,000,000
118-163-004	Duluth	SNIVELY RD-GLENWOOD ST	0.2	Roadway/Ped	In Duluth, construct roundabout, JCT CSAH 37, Snively Rd and Glenwood St	STBGP 5K-200K LF	\$ 300,000	\$ -	\$ -	\$ -	\$ 75,000	\$ 375,000
118-157-023	Duluth	WOODLAND AVE	0.01	Roadway/Ped	WOODLAND AVE FROM 200 FT SOUTH OF ARROWHEAD RD TO ARROWHEAD RD IN DULUTH, CONC SIDEWALK, CURB RAMPS, TRAFFIC SIGNAL INSTALLATION	STBGP 5K-200K LF	\$ 75,000	\$ -	\$ -	\$ -	\$ 18,750	\$ 93,750
118-162-016	Duluth	GLENWOOD ST	0.2	Roadway/Ped	In Duluth, construct roundabout, JCT CSAH 37, Snively Rd and Glenwood St	STBGP 5K-200K LF	\$ 300,000	\$ -	\$ -	\$ -	\$ 75,000	\$ 375,000
118-160-024	Duluth	ARROWHEAD RD	1.309	Roadway/Ped	ARROWHEAD RD FROM DODGE AVE TO WOODLAND AVE IN DULUTH, BIT MILL & OVERLAY, CURB & GUTTER, CONC SIDEWALK, traffic control, curb ramps, traffic signal revision and installation	STBGP 5K-200K LF	\$ 665,000	\$ -	\$ -	\$ -	\$ 260,000	\$ 925,000
69-00212	MnDOT	CSAH 45	NA	RR X-ing	DMIR RR, INSTALL GATES AND FLASHING LIGHTS AT CSAH 45, N CLOQUET RD, MIDWAY TWP, ST LOUIS COUNTY	RRS	\$ 214,200	\$ -	\$ -	\$ -	\$ 23,800	\$ 238,000
069-070-055	St. Louis County	NA	NA	Bridge	MINDOT D1/ST. LOUIS COUNTY BRIDGE BUNDLE PARTNERSHIP TO REPLACE 21 BRIDGES, INCLUDES MINDOT BRIDGES ALONG MN 210 #6290, 6292, 6293 & 6294. SLC IS LEAD(ASSOC (8821-336)	FFM	\$ 2,711,040	\$ -	\$ -	\$ -	\$ 677,760	\$ 3,388,800
8821-336	MnDOT	NA	NA	Bridge	MINDOT D1/ST. LOUIS COUNTY BRIDGE BUNDLE PARTNERSHIP TO REPLACE 21 BRIDGES, INCLUDES MINDOT BRIDGES ALONG MN 210 #6290, 6292, 6293 & 6294. SLC IS LEAD(ASSOC 069-070-055)	FFM	\$ 1,328,960	\$ -	\$ -	\$ 332,240	\$ -	\$ 1,661,200
6916-113	MnDOT	US 53/MN 194/Lindahl Rd	7.9	Roadway	US 53 CONSTRUCT REDUCED CONFLICT INTERSECTION JCT US53/MN194/LINDAHL RD(TIED TO 6932-14)	HSIP	\$ 675,000	\$ -	\$ -	\$ 75,000	\$ 750,000	\$ 1,500,000
202-101-014	Hermantown	MSAS 101 &104	1.99	Roadway	**AC**IN HERMANTOWN, UGSTAD & ARROWHEAD ROAD INTERSECTION IMPROVEMENTS, LAVAQUE JUNCTION TO FALCON DRIVE ON UGSTAD RD & HAWK CIRCLE DRIVE TO THIELKE CIRCLE ON ARROWHEAD (AC PROJECT PAYBACK 2024)	STBGP 5K-200K	\$ -	\$ 1,480,000	\$ -	\$ -	\$ 1,950,000	\$ 3,430,000
TRF-0016-22A	Duluth Transit Authority	NA	NA	Transit	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -	\$ -	\$ -	\$ -	\$ 1,070,475	\$ 1,070,475
TRF-0016-22B	Duluth Transit Authority	NA	NA	Transit	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	FTA	\$ 1,130,000	\$ -	\$ -	\$ -	\$ 16,708,570	\$ 17,838,570
TRF-0016-22D	Duluth Transit Authority	NA	NA	Transit	SECT 5307: DULUTH CAPITAL BUS SUPPORT EQUIPMENT/FACILITY REHABILITATION	FTA LF	\$ 40,000	\$ -	\$ -	\$ -	\$ 10,000	\$ 50,000
TRF-0016-22E	Duluth Transit Authority	NA	NA	Transit	SECT 5307: DULUTH CAPITAL BUS STOP/STATION/TERMINAL UPDATES	FTA LF	\$ 40,000	\$ -	\$ -	\$ -	\$ 10,000	\$ 50,000
TRF-0016-22F	Duluth Transit Authority	NA	NA	Transit	SECT 5307: DULUTH CAPITAL TECHNOLOGY UPDATES	FTA LF	\$ 111,200	\$ -	\$ -	\$ -	\$ 27,800	\$ 139,000
TRF-0016-22G	Duluth Transit Authority	NA	NA	Transit	SECT 5307: DULUTH TRANSIT AUTHORITY; ADMIN/MAINT FACILITY ROOF REHABILITATION	FTA LF	\$ 232,000	\$ -	\$ -	\$ -	\$ 46,400	\$ 278,400
TRF-0016-22H	Duluth Transit Authority	NA	NA	Transit	SECT 5339: DULUTH TRANSIT AUTHORITY; PROCURE AND INSTALL PASSENGER AMENITIES.	FTA	\$ 240,000	\$ -	\$ -	\$ -	\$ 60,000	\$ 300,000
TRS-0016-22T	Duluth Transit Authority	NA	NA	Transit	DULUTH TRANSIT AUTHORITY; PURCHASE THREE (7) STANDARD 40 FT REPLACEMENT BUSES	STBGP 5K-200K LF	\$ 3,057,600	\$ -	\$ -	\$ -	\$ 764,400	\$ 3,822,000
							\$ 22,599,000	\$ 1,480,000	\$ 480,000	\$ 2,551,240	\$ 25,544,955	\$ 52,175,195

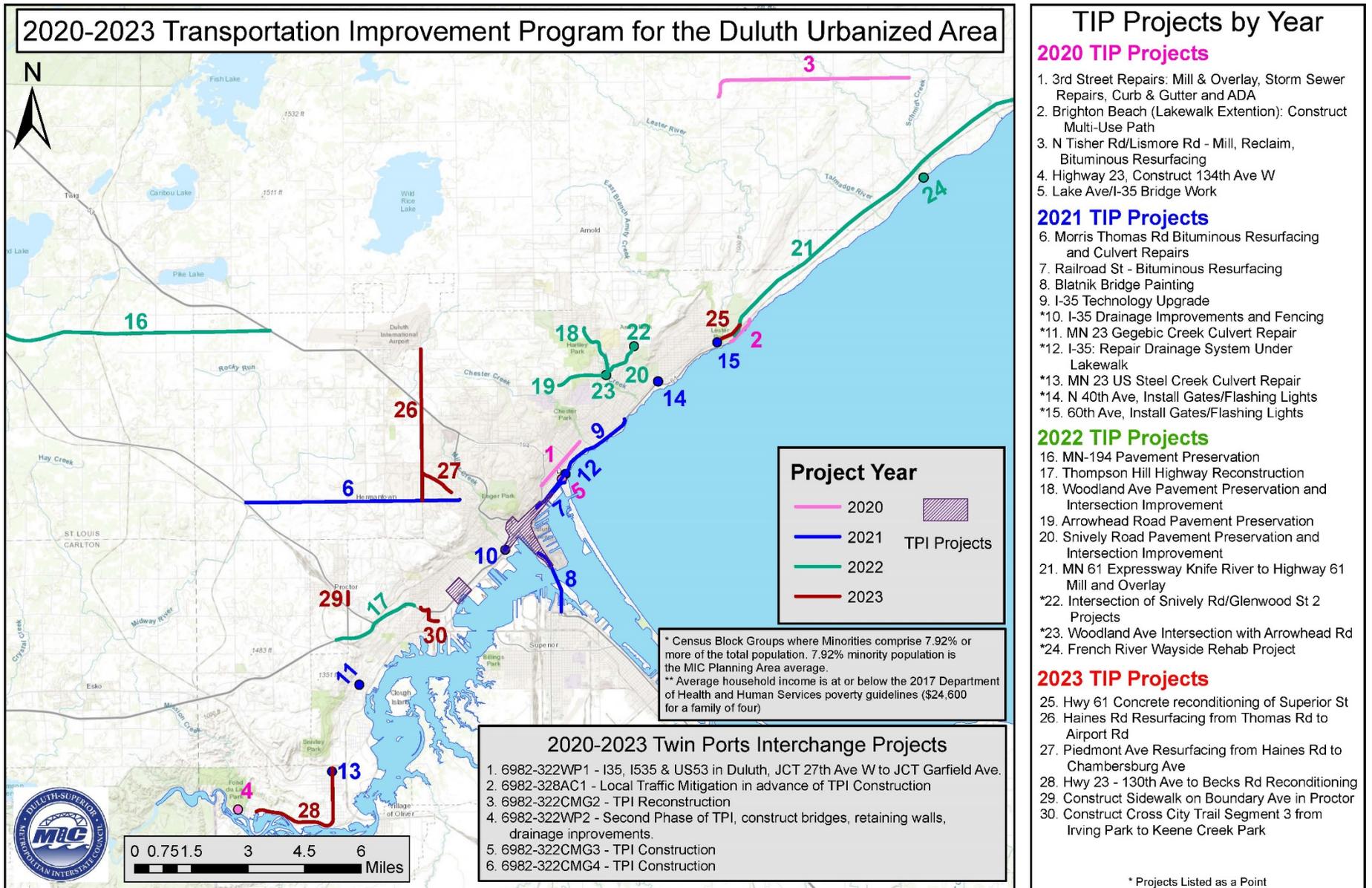
Table 3: FY 2023

Project Number	Agency	Route System	Mile	Work Type	Project Description	Proposed Fund	Fed \$ (Non-AC)	Fed AC	Fed AC Payback	State TH and/or Bond	Other	Project Total
069-070-055	St. Louis County	NA	NA	Bridge	MINDOT D1/ST. LOUIS COUNTY BRIDGE BUNDLE PARTNERSHIP TO REPLACE 21 BRIDGES, INCLUDES MINDOT BRIDGES ALONG MN 210 #6290, 6292, 6293 & 6294. SLC IS LEAD(ASSOC (8821-336)	FFM	\$ 4,332,000	\$ -	\$ -	\$ -	\$ 5,868,000	\$ 10,200,000
6910-102	MnDOT	MN 23	0.1	DRAINAGE	MN 23 IN DULUTH 0.1 MI. S. JCT CSAH 3 BECKS RD. US STEEL CREEK CULVERT REPAIR. (TIED 6910-103)	SF	\$ -	\$ -	\$ -	\$ 1,100,000	\$ -	\$ 1,100,000
6910-103	MnDOT	MN 23	0.11	DRAINAGE	MN 23 IN DULUTH 0.16 MI. S. SPRING ST. GOGEBIC CREEK CULVERT REPAIR. (TIED 6910-102)	SF	\$ -	\$ -	\$ -	\$ 1,100,000	\$ -	\$ 1,100,000
6910-105	MnDOT	MN 23	2.19	Roadway	MN 23 IN DULUTH FR.0.04 MI. E OF 5TH ST W. TO JCT MN 39 RECLAIM & MILL/OVERLAY	STBGP 5K-200K SF	\$ 1,680,000	\$ -	\$ -	\$ 420,000	\$ -	\$ 2,100,000
069-691-033	St. Louis County	CSAH 91	4	Roadway	CSAH 91 HAINES RD FR. MORRIS THOMAS RD(CSAH 56) TO AIRPORT RD. MILL & OVERLAY	STBGP 5K-200K LF	\$ 1,120,000	\$ -	\$ -	\$ -	\$ 280,000	\$ 1,400,000
069-654-006	St. Louis County	CSAH 56	0.9	Roadway	PIEDMONT AVE (CSAH 56) MILL AND OVERLAY BETWEEN HAINES RD (CSAH 91) AND CHAMBERSBURG AVE.	STBGP 5K-200K LF	\$ 280,000	\$ -	\$ -	\$ -	\$ 80,000	\$ 360,000
069-070-048	St. Louis County	Local Streets	NA	Safety	CSAH 29 SINGLE T-CURVES AT 5 INTERSECTIONS AT CSAH 43 & 100	HSIP/LF	\$ 396,800	\$ -	\$ -	\$ -	\$ 99,200	\$ 496,000
069-070-049	St. Louis County	Local Streets	NA	Safety	County wide centerline rumble strips in St. Louis County	HSIP/LF	\$ 213,300	\$ -	\$ -	\$ -	\$ 25,000	\$ 238,300
069-070-050	St. Louis County	Local Streets	NA	Safety	County wide chevrons at 27 curves in St. Louis County	HSIP/LF	\$ 122,400	\$ -	\$ -	\$ -	\$ 15,000	\$ 137,400
069-070-052	St. Louis County	Local Streets	0.134	Safety	County Rd 13/County Rd 45 turn lanes in St. Louis County.	HSIP/LF	\$ 300,000	\$ -	\$ -	\$ -	\$ 200,000	\$ 500,000
069-070-053	St. Louis County	Local Streets	0.1116	Safety	County Rd 13/County Rd 11 turn lanes in St. Louis County.	HSIP/LF	\$ 300,000	\$ -	\$ -	\$ -	\$ 200,000	\$ 500,000
069-614-022	St. Louis County	CSAH 14	0.4	Bike/Ped	In Duluth and Proctor on East side of Boundary Ave construct new sidewalk from 300 ft North of Anchor St to Orchard St.	TA/LF	\$ 300,000	\$ -	\$ -	\$ -	\$ 75,000	\$ 375,000
118-126-022	Duluth	Highway MSAS 126	1.6	Road	3RD ST, IN DULUTH FROM 12TH AVE E TO MESABA AVE/MN 194 MILL & OVERLAY, STORM SEWER, C&G & ADA	STBGP 5K-200K	\$ 1,400,000	\$ -	\$ -	\$ -	\$ 350,000	\$ 1,750,000
118-090-026	Duluth	Cross City Trail	NA	Bike/Ped	In Duluth, Cross City Trail (CCT) - Segment 3 from Irving Park through Keene Creek Park, construct 10-ft wide multi-use paved trail.	TA/LF	\$ 600,000	\$ -	\$ -	\$ -	\$ 210,000	\$ 810,000
0980-162	MnDOT	I-35	14.41	Safety	I 35 NB & SB 0.5MI S. MN 210 TO 0.1 MI N CSAH 14, BOUNDARY AVE IN PROCTOR. CLEAR ZONE MAINTENANCE, TREE REMOVAL & BRUSHING.(ASSOC. 6982-341)	HSIP	\$ 810,000	\$ -	\$ -	\$ 90,000	\$ -	\$ 900,000
TRF-0016-23	Duluth Transit Authority	NA	NA	Transit	SECT 5307: Duluth operating assistance - regular route	FTA	\$ 1,165,000	\$ -	\$ -	\$ -	\$ 17,208,727	\$ 18,373,727
TRF-0016-23A	Duluth Transit Authority	NA	NA	Transit	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -	\$ -	\$ -	\$ -	\$ 1,123,999	\$ 1,123,999
TRF-0016-23B	Duluth Transit Authority	NA	NA	Transit	SECT 5339: DULUTH TRANSIT AUTHORITY; OPERATION CENTER BUS BARN AND MAINTENANCE FLOOR REHAB.	FTA/SF	\$ 320,000	\$ -	\$ -	\$ -	\$ 80,000	\$ 400,000
TRF-0016-23C	Duluth Transit Authority	NA	NA	Transit	SECT 5339: DULUTH TRANSIT AUTHORITY; DTA OPERATIONS CENTER EXTERIOR PAINTING.	FTA	\$ 191,200	\$ -	\$ -	\$ -	\$ 47,800	\$ 239,000
TRF-0016-23D	Duluth Transit Authority	NA	NA	Transit	SECT 5339: DULUTH TRANSIT AUTHORITY; PASSENGER AMENITIES-TRANSFER FACILITY	FTA	\$ 400,000	\$ -	\$ -	\$ -	\$ 100,000	\$ 500,000
TRF-0016-23E	Duluth Transit Authority	NA	NA	Transit	SECT 5307: Duluth capital technology updates.	FTA	\$ 240,000	\$ -	\$ -	\$ -	\$ 60,000	\$ 300,000
TRF-0016-23F	Duluth Transit Authority	NA	NA	Transit	SECT 5339: Duluth Transit Authority; purchase five (5) paratransit replacement buses.	FTA	\$ 452,000	\$ -	\$ -	\$ -	\$ 113,000	\$ 565,000
TRF-0016-23G	Duluth Transit Authority	NA	NA	Transit	SECT 5339: Passenger amenities.	FTA	\$ 160,000	\$ -	\$ -	\$ -	\$ 40,000	\$ 200,000
069-070-057	St. Louis County	CSAH 13/Arrowhead Rd	0.15	Safety	CSAH 13 (MIDWAY ROAD) AND WEST ARROWHEAD RD LEFT TURN LANES	HSIP	\$ 400,000	\$ -	\$ -	\$ -	\$ 44,444	\$ 444,444
6908-61S	MnDOT	US 2/MN 194	0.1	Roadway	**AC**US2/MN194. CONSTRUCT ROUNDABOUT (ASSOC. 6907-51, 6932-16) (Payback in 2024)	HSIP	\$ -	\$ 1,856,250	\$ -	\$ 206,250	\$ -	\$ 2,062,500
							\$ 15,182,700	\$ 1,856,250	\$ -	\$ 2,916,250	\$ 26,220,170	\$ 46,175,370

Table 4: FY 2024

Project Number	Agency	Route System	Mile	Work Type	Project Description	Proposed Fund	Fed \$ (Non-AC)	Fed AC	Fed AC Payback	State TH and/or Bond	Other	Project Total
6925-144	MnDOT	MN 61	4.6	Roadway	Hwy 61 NB & SB in Duluth 0.3 miles North of Superior St to CR 33/McQuade Rd. Resurface roadway.	STBGP 5K-200K	\$ 3,200,000	\$ -	\$ -	\$ 800,000	\$ -	\$ 4,000,000
069-070-059	St. Louis County	MN 61	0.12	Roadway	MN61 AND CSAH 42(HOMESTEAD RD) REDUCED CONFLICT INTERSECTION	HSIP	\$ 650,000	\$ -	\$ -	\$ -	\$ 72,222	\$ 722,222
118-147-019	Duluth	MSAS 147	1.39	Roadway	In Duluth, East superior st reconditioning, from 45th ave east to 60th ave east	STBGP 5K-200K	\$ 1,480,000	\$ -	\$ -	\$ -	\$ 370,000	\$ 1,850,000
202-101-014AC	Hermantown	MSAS 101 &104	1.99	Roadway	**AC**IN HERMANTOWN, UGSTAD & ARROWHEAD ROAD INTERSECTION IMPROVEMENTS, LAVAQUE JUNCTION TO FALCON DRIVE ON UGSTAD RD & HAWK CIRCLE DRIVE TO THIELKE CIRCLE ON ARROWHEAD (AC PAYBACK 1 OF 1)	STBGP 5K-200K	\$ -	\$ -	\$ 1,480,000	\$ -	\$ -	\$ 1,480,000
6982-336	MnDOT	I-35	1.2	Roadway	Repair concrete pavement on NB and SB I-35 in Duluth from Lake Ave to Hwy 61	NHPP	\$ 1,800,000	\$ -	\$ -	\$ 200,000	\$ -	\$ 2,000,000
6908-61SAC	MnDOT	US 2/MN 194	0.1	Roadway	**AC**US2/MN194, CONSTRUCT ROUNDABOUT (ASSOC. 6907-51, 6932-16) (AC PAYBACK 1 OF 1)	HSIP	\$ -	\$ -	\$ 1,856,250	\$ -	\$ -	\$ 1,856,250
6908-66	MnDOT	US 2	0.1	Bridge	US 2, 0.1 MI. W. CR 889 SOLWAY RD. REPLACE BOX CULVERT BR.# 8017 WITH NEW BOX CULVERT#XXXX	STBGP 5k-200k	\$ 280,000	\$ -	\$ -	\$ -	\$ 70,000	\$ 350,000
6908-67	MnDOT	US 2	0.25	Bridge	US 2, 0.5 MI. SE ST LOUIS RIVER RD. REPLACE BOX CULVERT AT KINGSBURY CREEK BR. 8016 WITH NEW BR#XXXXX	STBGP 5k-200k	\$ 320,000	\$ -	\$ -	\$ -	\$ 80,000	\$ 400,000
6982-342	MnDOT	I-35	1.2	Pedestrian	IN DULUTH I-35 FROM LAKE AVE TO 26TH AVE E Improve pedestrian accessibility/ADA IMPROVEMENTS. (TIED TO 6982-336)	NHPP	\$ 900,000	\$ -	\$ -	\$ 100,000	\$ 1,000,000	\$ 2,000,000
TRF-0016-24A	Duluth Transit Authority	NA	NA	Transit	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	LF	\$ 1,200,000	\$ -	\$ -	\$ -	\$ 17,724,939	\$ 18,924,939
TRF-0016-24B	Duluth Transit Authority	NA	NA	Transit	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	FTA	\$ -	\$ -	\$ -	\$ -	\$ 1,180,199	\$ 1,180,199
TRF-0016-24C	Duluth Transit Authority	NA	NA	Transit	SECT 5307: DULUTH CAPITAL BUS SUPPORT EQUIPMENT/FACILITY REHABILITATION	FTA	\$ 800,000	\$ -	\$ -	\$ -	\$ 200,000	\$ 1,000,000
TRF-0016-24D	Duluth Transit Authority	NA	NA	Transit	SECT 5307: DULUTH CAPITAL BUS STOP/STATION/TERMINAL UPDATES	FTA	\$ 320,000	\$ -	\$ -	\$ -	\$ 80,000	\$ 400,000
TRF-0016-24E	Duluth Transit Authority	NA	NA	Transit	SECT 5307: DULUTH CAPITAL TECHNOLOGY UPDATES	FTA	\$ 280,000	\$ -	\$ -	\$ -	\$ 70,000	\$ 350,000
							\$ 11,230,000	\$ -	\$ 3,336,250	\$ 1,100,000	\$ 20,847,360	\$ 36,513,610

Map 2: Location of 2021-2024 TIP Projects



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

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

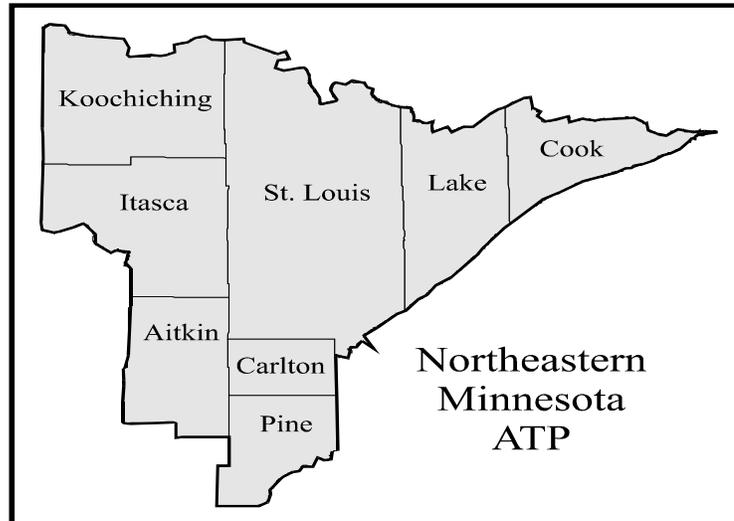
### Northeast Minnesota Area Transportation Partnership

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

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

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

**Map 3: Membership Counties  
of the NE MN ATP**



### Eligibility for Roadway and Transit Projects

Federal funds are eligible to be spent on any road functionally classified as urban roads - minor collector and above; rural roads - major collector and above. FAST Act provides funding for roadway projects through Federal Highway Administration (FHWA) funding programs and transit projects through Federal Transit Administration (FTA) funding programs. FHWA-funded projects can be maintenance-, expansion-, safety-, or operations-related, as well as enhancement-related (bike & pedestrian improvements, scenic byways, etc.). Planning, technology and various other intermodal projects (ports, airports, etc.) are also eligible for FHWA funds.

A portion of Surface Transportation Block Grant (STBG) funding can also be “flexed” for transit improvements, which the NE MN ATP has agreed to do in some years to assist regional transit operators in maintaining the average age of their vehicle fleets. In recent years MnDOT Central Office has been awarding FHWA funds towards transit improvements, but the future of that arrangement is uncertain. If that ends, funding would come back to the ATP.

### Project Selection Process for the Duluth Area TIP

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

Before the projects are submitted to the MIC, staff members meet with members of eligible jurisdictions to discuss their transportation improvement priorities and how those priorities fit within the goals and objectives spelled out in the MIC’s Long Range Transportation Plan (LRTP). Following these meetings, jurisdictions are asked to submit an official project application for each project. Staff review and score these applications and present their rankings to the Technical Advisory Committee (TAC) in March. The TAC then prioritizes the project proposals based on the criteria expressed in the scoring system described below (approved by the MIC Policy Board in June 2002). The scoring system weighs the merits of each project based on the evaluation criteria listed in Table 5. When reviewing railroad projects, however, MnDOT’s Office of Freight &

Commercial Vehicle Operations (OFCVO) ranking is also considered.

**Project Evaluation and Prioritization**

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

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

- Pre-Application Meetings (October-November) – MIC staff meet with each jurisdiction eligible for federal funding prior to project solicitation to review the MIC’s Long Range Plan and other plans to examine which projects are identified as most important to the area’s transportation network.
- Project Solicitation (December - February) – MIC sends out applications to all eligible jurisdictions, which have from the beginning of December to the beginning of February to submit their applications.
- MIC Staff Project Review & Scoring (February) – MIC staff review and score each project submittal based on the following evaluation criteria and point system listed in Table 5.
- Prioritization Meeting (March) – MIC staff presents projects and scores to the TAC. The TAC then scores the projects based on the evaluation criteria and approves a project ranking list. Next, the staff presents the projects and the TAC scores to the MIC Policy Board for their review and approval.

**Figure 1: TIP Project Scoring Criteria**

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

- MIC Prioritized List (March) – MIC forwards the prioritized list of projects to the NE MN ATP for inclusion into the ATIP and eventually into the STIP.

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

Funding eligibility for the Transportation Alternatives program (TA) (more on this on page 6) includes the former Transportation Enhancements eligible projects, Recreational Trails, and Safe Routes to School programs. Construction, planning, and design for these types of projects are all eligible activities under TA, as well as projects related to environmental mitigation, or the maintenance and preservation of historic transportation facilities.

Similar to STBG funds, TA funds are allocated to the State DOT and then sub-allocated to the local level. The NE MN ATP has developed a biennial application process and TA task force made up of elected officials and transportation professionals that is facilitated by the Arrowhead Regional Development Commission (ARDC). The selected TA projects are subject to the approval of the NE MN ATP, but any selected TA projects that are located within the MIC area are automatically included in the Duluth Area TIP.

## Performance Measures and Asset Management

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

The Duluth-Superior Metropolitan Interstate Council will utilize its planning and programming of projects to contribute to the accomplishments of statewide performance targets and the DTA transit asset management targets. The approach at this time is to adopt and contribute toward the statewide targets for safety, pavement, bridge, reliability, and freight that MnDOT adopts. This approach seemed the most appropriate at this time as setting targets for the Duluth-Superior MPO would be difficult and burdensome. With limited staff and resources, MPO level performance planning and measurements would be difficult. It is unknown at this time how much time staff will be working on Performance-Based Planning and Programming. As our understanding of Performance-Based Planning becomes clearer, the Duluth-Superior MIC may decide at a later time to set its own targets. The Duluth Transit Authority (DTA) has decided to do its own transit asset management plan and target setting, instead of using MnDOT targets. The MIC will be adopting the targets set by the DTA. MIC performance-based planning information can be found at <http://dsmic.org/study/performance-measures/>.

### 23 USC 150: National Performance Measure Goals

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

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

- **Transit**
  - Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
  - Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.
  - Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
  - Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.
- **Safety**
  - Number of fatalities
  - Fatalities per 100 million vehicle miles traveled
  - Number of serious injuries
  - Serious injuries per 100 million vehicle miles traveled
  - Number of non-motorized fatalities and non-motorized serious injuries
- **Infrastructure**
  - Percentage of pavements of the Interstate System in Good condition
  - Percentage of pavements of the Interstate System in Poor condition
  - Percentage of pavements of the non-Interstate NHS in Good condition
  - Percentage of pavements of the non-Interstate NHS in Poor condition
  - Percentage of NHS bridges classified as in Good condition
  - Percentage of NHS bridges classified as in Poor condition
- **System Performance on NHS**
  - Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate that are reliable
  - Non-Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the non-Interstate NHS that are reliable
- **Freight Movement**
  - Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index
- **CMAQ - Congestion Reduction (NOTE: not applicable to the MIC area)**
  - Peak Hour Excessive Delay (PHED) Measure: Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita
  - Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of Non-Single Occupancy Vehicle (SOV) Travel
  - Emissions Measure: Total Emission Reductions

## MIC Adopted (Minnesota) Targets for Performance Measures

### PM 1 – Highway Safety Improvement Program Performance

For the Minnesota portion of the MIC area, the MIC Board passed Resolution #18-20 on September 19, 2018, adopting the MnDOT Highway Safety Improvement Program (HSIP) Performance Measure Targets for 2019 as follows:

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

### PM 2 – NHS Pavement and Bridge Condition

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

Targets for NHS Pavement and Bridge Condition Performance			
Measure	Baseline (2018 data)	2-Year Target	4-Year Target
Percent of NHS* Bridges in Good Condition	42	50%	50%
Percent of NHS Bridges in Poor Condition	2	4%	4%
Percent of Interstate Pavement in Good Condition	36.8	N/A	55%
Percent of Interstate Pavement in Poor Condition	1.56	N/A	2%
Percent of Non-Interstate NHS Pavement in Good Condition	35.62	50%	50%
Percent of Non-Interstate NHS Pavement in Poor Condition	1.33	4%	4%

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

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

Targets for Performance and Freight Movement on the Interstate System			
Measure	Baseline (2018 data)	2-Year Target	4-Year Target
Percent of Reliable Person Miles on the Interstate	99.8	80%	80%
Percent of Reliable Person Miles Reliable on the Non-Interstate NHS	97.3	N/A	75%
Truck Travel Time Reliability Index	1.36	1.5	1.5

**Transit Asset Management**

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

Targets for Transit Asset Management		
Asset	Baseline (2019 data)	4-Year Target
Rolling Stock	19.5% of active Fixed Route vehicles have met or exceeded useful life.	<10% of active Fixed Route vehicles and <20% of Paratransit vehicles have reached their useful life.
Equipment	20% of Paratransit vehicles have met or exceeded useful life.  42% of equipment (i.e. service vehicles) have reached their useful life.	<35% of equipment (i.e. service vehicles) have reached their useful life.
Parking/Pedestrian Facility	50% of parking/pedestrian facilities have a condition rating below 3 based on FTA’s TERM scale.	<10% of parking/pedestrian facilities have a condition rating below 3 based on FTA’s TERM scale.
Administrative/Maintenance Facility	0% of facility elements within the Administrative & Maintenance Facility have a condition rating below 3.	<20% of facility elements within the Administrative & Maintenance Facility have a condition rating below 3.

### Performance-Based Planning and Programming Processes

Federal performance-based planning requirements direct metropolitan planning organizations to establish performance measures for safety, pavement, bridge, reliability, freight, CMAQ, and transit asset management. The intent of these provisions is to demonstrate how federally-funded investments are helping to meet national, state and local transportation performance targets.

The Long Range Transportation Plan (LRTP) will provide the overall long-term objectives for guidance to help the MPO annually set performance measures and future projects to positively influence these measures. More information on the LRTP can be found at:

[dsmic.org/planning/long-range/](http://dsmic.org/planning/long-range/).

The MIC's Transportation Improvement Program (TIP) project solicitation and projects within the TIP will work to deliver efforts in meeting the adopted performance-based measures. The TIP project selection process has established TIP project scoring criteria that awards points to projects that incorporate the MIC's LRTP and other planning studies. TIP project scoring criteria are shown on page 17. In recent years, the MIC has not scored projects due to smaller federal funding amounts and lack of competition between projects. The MIC plans to revamp the TIP solicitation and scoring process as part of the LRTP update. MIC performance-based planning information can be found at <http://dsmic.org/study/performance-measures/>.

### Anticipated Effect of Transportation Investments on Performance Measures

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

#### **PM 1 – Highway Safety Improvement Program Performance**

The 2021-2024 Duluth Area TIP projects are anticipated to overall contribute positively to the statewide safety performance targets. Projects in the TIP include safety improvements for all modes by reducing known conflicts, adding new bicycle and pedestrian infrastructure, improving technology for advanced warnings on the interstate, and more. Additional data and resources, if available, would help the MPO and its partnering jurisdictions better measure performance targets. For more information on statewide reporting, visit:

<https://www.fhwa.dot.gov/tpm/reporting/state/safety.cfm?state=Minnesota>.

Key projects positively contributing to safety include:

- Twin Ports Interchange Reconstruction Project is expected to improve the blind merges associated with the current configuration. In addition, the exit ramps on I-35 for the US Hwy 53 and I-535 will be relocated to the more common right side, from the left, reducing left turn, motor vehicles lane changes.
- St. Louis County and MnDOT were awarded HSIP funding for projects that will be improving safety through countdown pedestrian timers, striping, pavement markings, and intersection improvements.

- A roundabout at Glenwood/Snively/Jean Duluth Road is scheduled for 2022 and is anticipated to have a significantly safety improvement for motorists at intersections. However, data has been inconclusive about safety impacts for pedestrians and bicyclists.

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

The 2021-2024 Duluth Area TIP projects are anticipated to contribute positively to the overall statewide performance targets for NHS Pavement and Bridge Condition. An example of projects that will contribute to PM2 is the reconstruction of the Twin Ports Interchange (TPI). The TPI consists of 33 bridges, 16 of which are weight restricted, that are from the 1960's. This project will improve pavement and bridge conditions for both the MPO and the state. PM2 targets only apply to MnDOT within the MIC area. MnDOT District 1 is projecting that by 2024 pavement conditions on the Interstate and Non-Interstate NHS will fall below the statewide target.

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

The 2021-2024 Duluth Area TIP projects are anticipated to contribute positively to the overall statewide performance targets for NHS Performance and Freight Movement on the Interstate System. The biggest contributor to reaching the PM3 targets is the reconstruction of the Twin Ports Interchange(TPI). The TPI consists of 33 bridges, 16 of which are weight restricted, that are from the 1960's. The TPI has 5,320 heavy commercial average annual daily traffic.

The improvements and usage of ITS signage, is anticipated to works towards meeting the PM3 targets.

### **Transit Asset Management (TAM) Targets**

The 2021-2024 Duluth Area TIP transit projects are anticipated to contribute positively to the TAM targets. In order to meet targets, the DTA plans to replace regular route buses and paratransit vehicles. They also have “preventative maintenance” budgeted for every year to maintain their current fleet. All four years in the TIP, the DTA has projects that will upgrade technology and facilities, including bus stops/terminals, equipment, and the administrative building/bus garage.

## Community Impact Assessment

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

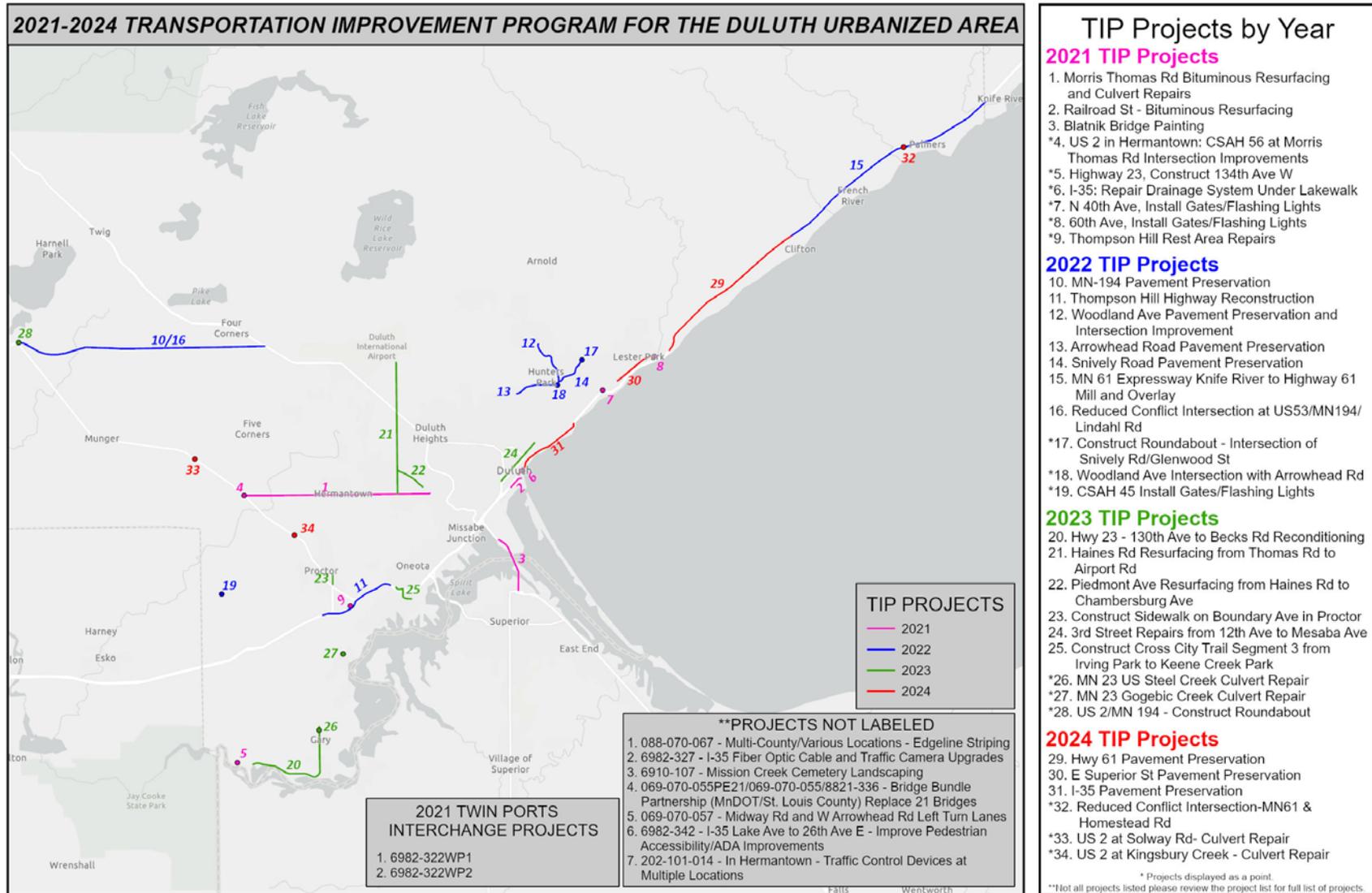
- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making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

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

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

MnDOT's Twin Ports Interchange project is a multi-year project with a very large investment that is anticipated to have impacts on the adjacent neighborhoods. The current infrastructure is one that has historically had negative impact to the economics of the Lincoln Park Business district. When the interstate was built, the Lincoln Park Business District was bypassed with circuitous exit ramps leading into the area. When this happened, the neighborhood lost connections and traffic that was vital to its success. The current infrastructures make for an unpleasant environment and has created areas that people consider unsafe. An expected positive of the project is ungraded infrastructures that should reduce the number of large freight trucks moving through the commercial district from the Port area. Design, access, and landscaping may help mitigate some negatives of the project, but impacts are not fully known yet.

Map 4: Project Locations and Concentrations of Minority and Low-Income Populations

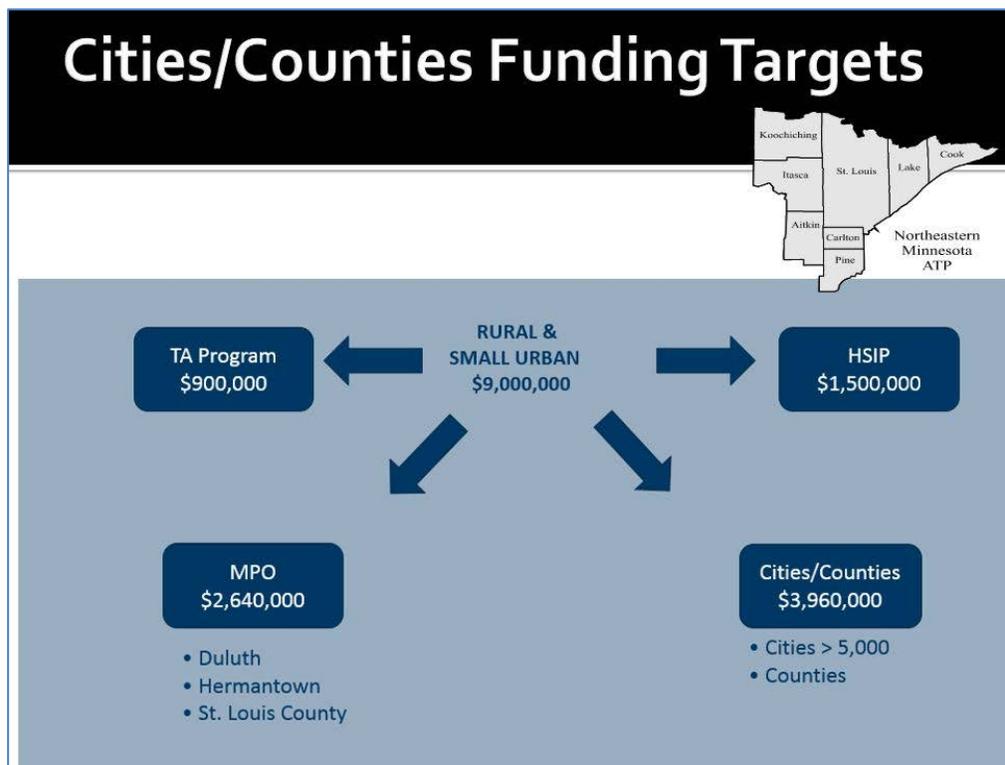


As the federally designated MPO for the Duluth-Superior metropolitan area, the MIC must demonstrate fiscal constraint when programming funding for projects in the TIP. Under 23 CFR § 450.326(j), the MIC is required to include a financial plan for the projects being programmed in the TIP, as well as demonstrate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

### Federal Funding Levels

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

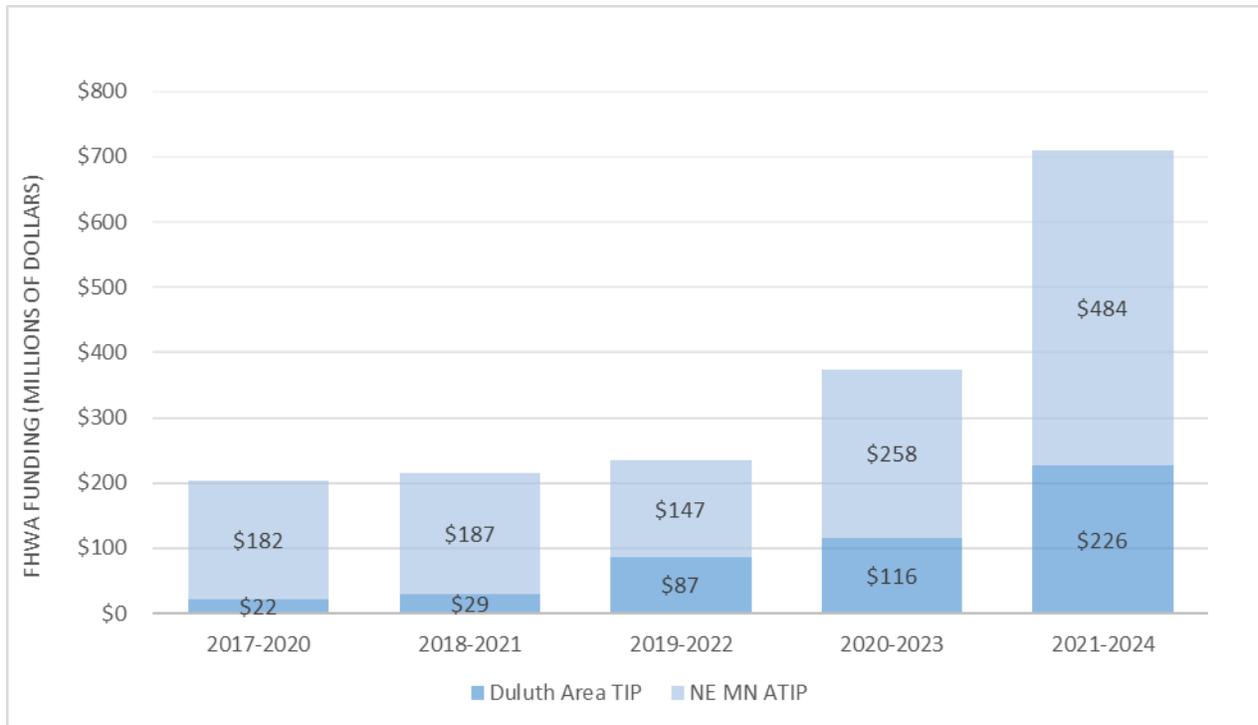
**Figure 2: Annual Funding Target – MIC & NE MN ATP**



### Trends in Federal Transportation Funding

Figure 4 below compares the levels of federal funding being programmed in the 2021-2024 Duluth Area TIP and the NE MN ATIP with the TIP and ATIPs of the last 5 years for all FHWA funding. Federal funding for the region is significantly higher in this year’s TIP due to the Twin Ports Interchange reconstruction of all the bridges in the I-35, I-535 and US Hwy 53 interchange, which has nearly \$50 million of federal NHPP funds for this project.

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



## Financial Plan: Roadway Investments

Figure 5 represents the Duluth Area’s financial plan for funding the roadway projects being programmed in the Duluth Area TIP. It identifies individual funding sources as specified by each of the jurisdictions to be expected and available during the next four years.

### Assessment of Fiscal Constraint

The MIC has assessed the ability of the area’s transportation authorities to meet their financial commitments with regards to the projects being programmed in the TIP while also continuing to fund their ongoing operations and maintenance (O&M). To demonstrate fiscal constraint, project costs were compared with budget data from previous years. Project costs have been adjusted to reflect an inflation rate (as they are also presented in the project tables on pages 8-11) to account for the effects of inflation at the year of expenditure. Revenue estimates were held flat over this same period, as budget increases cannot be reasonably assumed at this time.

Figure 6 provides expected annual average revenue levels for the Duluth Area jurisdictions based on the expenditures of recent years. The O&M column represent all roadway expenditures short of any major rehabilitation (including seal coating, street lighting, snow removal, etc.), while Capital Outlay represents expenditures related to the rehabilitation or construction of roads.

These averages are compared against the TIP project costs in Figure 7 to show that project costs in the TIP do not exceed the revenue levels expected for capital outlay, and that jurisdictions will also continue to have the financial capability to carry out general system maintenance beyond the funds directed to those TIP projects. MnDOT’s projects do however show a much higher expense in the next four years than historical revenues due to very large Twin Ports Interchange Reconstruction Project. In this case, MnDOT will be receiving additional funding for construction from statewide sources (Bridge program and state bonding and federal funding from FAST Act’s National Highway Performance Program (NHPP) and National Highway Freight for the Twin Ports Interchange (TPI) Reconstruction Project. Maintenance and operations costs for the Twin Ports Interchange costs are not expected to increase with the reconstructed TPI.

**Figure 4: Funding for Streets and Highways in Recent Years (millions of dollars)**

Jurisdiction	2021		2022		2023		2024		Annual Avg	
	O&M	Capital Outlay								
MnDOT Dist 1*	23.1	12.7	24.5	13.5	26.2	14.00	28.1	14.9	\$25.48	\$13.78
St. Louis County*	35.9	43.6	35.2	46.4	36.0	43.3	35.1	44.0	\$35.55	\$44.33
City of Duluth	11.6	0	11.9	6.9	12.6	8.8	13.2	16.3	\$12.33	\$8.00
City of Hermantown	0.6	0	0.7	0	0.7	0	0.8	0	\$0.70	\$0.00
<b>TOTAL</b>	<b>\$71.20</b>	<b>\$56.30</b>	<b>\$72.30</b>	<b>\$66.80</b>	<b>\$75.50</b>	<b>\$66.10</b>	<b>\$77.20</b>	<b>\$75.20</b>	<b>\$74.05</b>	<b>\$66.10</b>

Source: Minnesota Office of State Auditor Summary Budget Data (2021-2024); MnDOT District 1

\* Jurisdiction area is beyond the MPO boundary

Figure 5: Total Project Costs: Duluth Area TIP (millions of dollars)

Jurisdiction	2021	2022	2023	2024	EXPENSES 2021-2024 TIP (4-year total)	REVENUES	
						Avg. Expend.	
						(4 years)	
	O&M	Capital Outlay					
MnDOT Dist 1*	\$ 238,570,000	\$ 16,169,200	\$ 5,406,250	\$ 8,750,000	\$ 268,895,450	\$ 102	\$ 55
St. Louis County*	\$ 4,728,000	\$ 7,738,800	\$ 14,651,144	\$ 722,222	\$ 27,840,166	\$ 142	\$ 177
City of Duluth	\$ 1,717,150	\$ 1,768,750	\$ 2,560,000	\$ 1,850,000	\$ 7,895,900	\$ 49	\$ 32
City of Hermantown	\$ -	\$ 1,950,000	\$ -	\$ 1,480,000	\$ 3,430,000	\$ 3	\$ -
<b>TOTAL</b>	<b>\$ 245,015,150</b>	<b>\$ 27,626,750</b>	<b>\$ 22,617,394</b>	<b>\$ 12,802,222</b>	<b>\$ 308,061,516</b>	<b>\$ 296</b>	<b>\$ 264</b>

## Financial Plan: Transit Investments

Figure 8 represents the Duluth area's financial plan for funding the transit projects listed in the Duluth Area TIP. The table identifies specific sources of funding that the DTA has determined to be reasonably expected and available during the next four years.

Figure 6: Transit Funding Plan: 2021-2024 Duluth Area TIP (millions of dollars)

Source	2021	2022	2023	2024	4 Yr Total
FTA	\$2,263,148	\$1,793,200	\$2,928,200	\$1,400,000	\$8,384,548
FHWA	\$2,120,000	\$3,057,600	\$0	\$0	\$5,177,600
<b>Fed Total</b>	<b>\$4,383,148</b>	<b>\$4,850,800</b>	<b>\$2,928,200</b>	<b>\$1,400,000</b>	<b>\$13,562,148</b>
Other (state & local)	\$18,031,352	\$18,697,645	\$18,773,526	\$19,255,138	\$74,757,661
<b>Total</b>	<b>\$22,414,500</b>	<b>\$23,548,445</b>	<b>\$21,701,726</b>	<b>\$20,655,138</b>	<b>\$88,319,809</b>

### Assessment of Fiscal Constraint

The MIC has assessed the ability of the DTA to meet their financial commitments with regards to the transit investments being programmed in the TIP while also continuing to fund their ongoing O&M. The costs of these investments have been adjusted to reflect an inflation rate of 2.1% per year (as they are also presented in the project tables on pages 8-11).

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

Figure 9 shows the DTA’s average annual funding levels based on historical expenditures. When compared with the funding requests shown in Figure 10, the DTA’s programmed investments for years 2021-2024 are expected to be higher than historic spending due to commitments from MnDOT. The increase is mainly in the operations and maintenance category.

**Figure 7 : Total Transit Costs by Project Type: 2021-2024 Duluth Area TIP (millions of dollars)**

Source	2021	2022	2023	2024	EXPENSES	REVENUES
					2021-2024 TIP (4-year total)	Avg. Expend. (4 years)
Operations &	\$ 18,338,500	\$ 18,909,045	\$ 19,497,726	\$ 20,105,138	\$ 76,850,409	\$19,212,602
Capital Outla	\$1,426,000	\$817,400	\$1,639,000	\$1,750,000	\$5,632,400	\$1,408,100
Bus Purchase	\$2,650,000	\$3,822,000	\$565,000	\$0	\$7,037,000	\$1,759,250
<b>TOTAL</b>	<b>\$22,414,500</b>	<b>\$23,548,445</b>	<b>\$21,701,726</b>	<b>\$21,855,138</b>	<b>\$89,519,809</b>	<b>\$22,379,952</b>

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

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

### 2021-2024 Duluth Metro TIP Public Participation Summary

The MIC began the TIP process with the development of a public engagement strategy that identified the actions listed in Figure 11, below, showing the actions that were taken and explains the reasons for any deviations from the original strategy.

**Figure 11: Public Engagement Strategy and Implementation**

TIP Public Engagement Strategy: Identified Strategy Actions and Dates	Implementation Status
<b><u>October 2019 – November 2019</u></b>	
<b>1. Commencement of TIP cycle</b>	1.a <b>Completed</b> as planned.
a) Conduct initial communications and update TIP engagement strategy.	
b) Update TIP solicitation application to include question on ADA transition plans	1.b <b>Completed</b> as planned.
<b><u>December 2019 - March 2020</u></b>	
<b>2. Project solicitation</b>	2.a <b>Completed</b> as planned.
a) Announce start of project solicitation period at November/December TAC, MIC and DTA meetings; explain application materials/process (introduce project timeline).	
b) Publish jurisdictions’ project applications up on the MIC website.	2.b <b>Completed</b> as planned.
c) Send notice to MIC mailing list contacts.	2.c, 2.d <b>Completed</b> . Project information was included in February MIC mailings. Advertised proposed projects with a poster in the downtown Skywalk during the month of February/March.
d) Posted informational display in Downtown Skywalk that includes photos and map of project locations.	

**(Figure 11 Continued)****3. Project Scoring**

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

**April 2020 - June 2020****4. Drafting/Releasing the TIP**

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

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

4.a **Completed.** Maps on pp. 12 and 24

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

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

4.e **Planned.** Open houses will be held Wednesday, June 12<sup>th</sup>, from 7am-9am, 11am-1pm and 4pm-6pm at ARDC offices.

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

4.g **Planned.** Staff reported on public comments received during development of the TIP.

4.h, **Planned.** Final TIP was approved at the MIC Policy Board approval on June 25, 2019 meeting.

## Public Comments Received

In the February and March 2020, a TIP public open house was conducted at ARDC for the new projects that were being submitted to the TIP for federal funding in FY 2024. One comment was received from these efforts and are summarized in Table 13 on the following pages.

Upon release of the Draft 2021-2024 Duluth Area TIP in May for the official 30-day public review period, several outreach efforts were initiated. First, the draft was posted on the MIC’s website, and a legal notice was published in the Duluth News Tribune. The MIC staff will hold a series of virtual TIP “Open House” to take public comment on the final draft.

The MIC received one comment at the February public open house which can be read in the public

comment log (Figure 12) found on the following pages. Comments from previous TIP documents and outreach efforts were also included as they are still relevant to projects listed in this TIP.

**Figure 11: Comments Received Through TIP Public Outreach Efforts**

Date Received	Type	Comment	Response
3/10/20	Comment form/ In-person	Superior Street in Lakeside is already in poor shape, how can it possibly last until 2024?	Informed person their comment would be reported to the appropriate agency engineers, and to TAC and MIC board members

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## Chapter 8

# Monitoring Progress

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

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

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

The status of the projects programmed in the previous years’ TIP (the 2020-2023 Duluth Area TIP), have been updated with this TIP (2021-2024 TIP). Projects programmed for FY 2020, however, are presently being constructed and are dropping out of this updated TIP. Table 14 on the following page provides a status report on those projects.

Table 5: FY 2020 Projects Status Report (as of 5/12/20)

State Project ID	Agency	Route System	Common Name	Est. Length (Miles)	City/Township	Project Type	Type of Work	Project Description	Original Program Year	Type of Funds	Fed \$ (Non-AC)	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$	Current Planned Year	Status
118-090-018	Duluth	NA	Cross City Trail	1.9	Duluth	Bike/Ped	Trail construction	In Duluth Phase 2 Cross City Trail from Irving Park to Carlton St	2005	Demo/HPP	\$ 1,030,551	\$ -	\$ -	\$ 561,934	\$ 1,592,485	2020	Under construction
8821-332	MnDOT	Highway MN 999	NA	NA	Duluth	Roadway	Safety Improvements	Districtwide signal communications & PTZ cameras	2020	STBGP	\$ 324,000	\$ -	\$ 81,000	\$ -	\$ 405,000	NA	Removed.
6933-100	MnDOT	Highway MN 194	Central Entrance	1.706	Duluth	Roadway	Resurfacing	MN 194 Central Entrance in Duluth, TPI local traffic mitigation from Anderson Rd to Mesaba Ave.	2020	SF	\$ -	\$ -	\$ 600,000	\$ -	\$ 600,000	2020	Under construction.
118-010-028	Duluth	MN 23	West River Dr	NA	Duluth	Roadway	Traffic Control Device/Safety	**TED** MN 23/WEST RIVER DRIVE IN DULUTH, INTERSECTION SIGNALIZATION.	2019	LF	\$ -	\$ -	\$ -	\$ 354,000	\$ 354,000	2020	Under construction.
6915-137	MnDOT	US 53	US 53	0.1	Duluth	Building Removal/DEMOLITION	Building Removal/DEMOLITION	US 53 in Duluth at Jct US 53 & Michigan St. Building demolition in advance of the Twin Ports Interchange Project.	2020	SF	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	2020	Completed.
6982-322 CMG2	MnDOT	I-35	Twin Ports Interchange	1.1	Duluth	Road/Bridge	Bridge replacement or construction.	Twin Ports Interchange - reconstruct	2020	SF	\$ -	\$ -	\$ 5,800,000	\$ -	\$ 5,800,000	2020	Under construction.
6982-328 AC1	MnDOT	Local Streets	Twin Ports Interchange	NA	Duluth	Roadway	Pavement resurface & rehabilitation	In Duluth, local traffic mitigation in advance of the Twin Ports Interchange construction.	2020	NHPP	\$ -	\$ 120,000	\$ -	\$ -	\$ -	2020	Under construction.
6982-331	MnDOT	I-35	Lake Ave	NA	Duluth	Bridge	Bridge rehabilitation	I35 IN DULUTH JCT I35 & LAKE AVE. BRIDGE REPAIRS 69816 & ADA IMPROVEMENTS.	2020	NHPP	\$ 1,912,500	\$ -	\$ 212,500	\$ -	\$ 2,125,000	2020	Under construction.
069-070-033	St. Louis County	Local Streets	Various	NA	Various	Roadway	Traffic Control Device/Safety	D1 ST LOUIS COUNTYWIDE, VARIOUS LOCATIONS, INSTALL BIN PAINT EDGELINE	2020	HSIP	\$ 63,000	\$ -	\$ -	\$ 7,000	\$ 70,000	2020	Under construction.
069-070-035	St. Louis County	Local Streets	Various	NA	Various	Roadway	PAVEMENT RESURFACE AND REHABILITATION; BITUMINOUS OVERLAY	D1 ST LOUIS COUNTYWIDE, VARIOUS LOCATIONS, INSTALL HIGH FRICTION SURFACE TREATMENT FOR HIGH RISK, HIGH VOLUME CURVES	2020	HSIP	\$ 333,000	\$ -	\$ -	\$ 37,000	\$ 370,000	2020	Under construction.
069-070-036	St. Louis County	Local Streets	Various	NA	Various	Roadway	PAVEMENT RESURFACE AND REHABILITATION; BITUMINOUS OVERLAY	D1 ST LOUIS COUNTYWIDE, VARIOUS LOCATIONS, INSTALL HIGH FRICTION SURFACE TREATMENT FOR HIGH RISK, LOW VOLUME CURVES	2020	HSIP	\$ 288,000	\$ -	\$ -	\$ 32,000	\$ 320,000	2020	Under construction.
069-643-017	St. Louis County	Highway CSAH 43	N Tischer Rd /Lismore Rd	5.5	Lakewood Township /Duluth Township	Road	PAVEMENT RESURFACE AND REHABILITATION; MILL AND OVERLAY	CSAH 43 N. TISCHER RD TO CSAH 50. MILL, RECLAIM, BITUMINOUS RESURFACING, RESURFACE ROADWAY AND CULVERT REPLACEMENT IN ST LOUIS COUNTY	2020	STP<GK	\$ 1,250,000	\$ -	\$ -	\$ 1,400,000	\$ 2,650,000	2020	Under construction.
118-164-003	Duluth	MSAS 164	Superior St	0.6	Duluth	Roadway	Resurface, concrete pavement repair	East Superior Street between Lester River Rd and Two Harbors Expressway (State Highway 61) Concrete reconditioning.	2023	STBGP 5K-200K	\$ 1,320,000	\$ -	\$ -	\$ 330,000	\$ 1,650,000	2020	Under construction. Project moved forward and swapped years with 3rd St in Duluth project, due to Superior St, 1st St and 2nd St construction projects taking place in 2020.
118-090-024	Duluth	Local Streets	NA	NA	Duluth	Bike/Ped	Trail construction	BRIGHTON BEACH BLVD TO CONGDON BLVD, CONSTRUCT MULTI-USE TRAIL	2020	STBGP 5K-200K TA	\$ 300,000	\$ -	\$ -	\$ 339,292	\$ 639,292	2020	Under construction.
6982-328 AC2	MnDOT	Local Streets	Twin Ports Interchange	NA	Duluth	Roadway	Pavement resurface and rehabilitation	In Duluth, local traffic mitigation in advance of the Twin Ports Interchange construction.	2021	NHPP	\$ -	\$ 120,000	\$ -	\$ -	\$ -	NA	Completed.
6982-322 CMG3	MnDOT	I-35	Twin Ports Interchange	1.1	Duluth	BRIDGE	Bridge replacement or construction.	In Duluth, on I-35 reconstruct interchange.	2021	SF	\$ -	\$ -	\$ 1,700,000	\$ -	\$ 1,700,000	NA	Removed.
6982-319	MnDOT	I-35	I-35	0.42	Duluth	DRAINAGE	Drainage and fencing improvements	IN DULUTH I-35 FROM JCT GARFIELD AVE TO JCT MN 194. DRAINAGE IMPROVEMENTS & FREEWAY FENCING.	2021	SF	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000	NA	Removed.
6982-322 CMG4	MnDOT	I 35	Twin Ports Interchange	1.1	Duluth	Bridge	PAVEMENT RESURFACE AND REHABILITATION	In Duluth, on I-35 reconstruct interchange.	2022	SF	\$ -	\$ -	\$ 1,700,000	\$ -	\$ 1,700,000	NA	Removed.
6932-14-002	MnDOT	Hwy 53/MN 194	Hwy 53/MN 194	7.9	Solway Township /Hermantown	Roadway	Pavement resurface and rehabilitation; Reconstruction	Hwy 194 resurface highway from Hwy 2 to Hwy 53. Intersection improvements at Midway Rd and Hwy 53/Lindahl Rd.	2022	NHPP	\$ 3,160,000	\$ -	\$ 790,000	\$ -	\$ 3,950,000	NA	Removed.
<b>Total</b>											<b>\$ 9,981,051</b>	<b>\$ 240,000</b>	<b>\$ 11,133,500</b>	<b>\$ 3,061,226</b>	<b>\$ 24,175,777</b>		

## MIC Resolution Adopting the 2021-2024 Duluth Area TIP

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### “Regionally Significant” Projects –MIC Definition

MIC Area Regionally Significant projects are roadway, transit, and bicycle/pedestrian projects that occur on facilities that serve regional transportation needs (such as access to and from the area outside the region and major activity centers within the region), or that connect to major transportation assets (including transit, seaport, airport and passenger rail terminals).

A roadway project is generally considered Regionally Significant if it adds one or more travel lanes for over one mile or involves the addition or reconfiguration of an interchange such that a movement is added or eliminated, and would normally be included in the modeling of the MIC area’s transportation network and in the air quality conformity analysis for the LRTP and TIP and amendments to the LRTP and TIP.

These facilities include all interstates, freeways, principal arterial highways, principal arterials, National Highway System (NHS), NHS intermodal connectors and all fixed guideway transit facilities that offer an alternative to regional highway travel.

*Approved by the MIC Policy Board 5/21/14*

## Common Acronyms

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

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**STIP** - State Transportation Improvement Program  
**STP** - Surface Transportation Program  
**STRIDE** - Specialized Transportation RIDE  
**TA** - Transportation Alternatives (formerly Transportation Alternatives Program)  
**TAC** - Transportation Advisory Committee to the MIC  
**TAP** - Transportation Alternatives Program (formerly Transportation Enhancements program)  
**TCM** - Transportation Control Measures  
**TCP** - Transportation Control Plan  
**TDP** - Transportation Development Program  
**TH** - Trunk Highway  
**TIP** - Transportation Improvement Program  
**TSM** - Transportation System Management  
**VMT** - Vehicle Miles Traveled  
**WisDOT** - Wisconsin Department of Transportation

## Public Notices

### NOTICE OF 30-DAY PUBLIC COMMENT PERIOD

#### Draft 2021-2024 Transportation Improvement Program for the Duluth Metropolitan Area

The Duluth-Superior Metropolitan Interstate Council (MIC), located at the Arrowhead Regional Development Commission in Duluth, has prepared a Draft Fiscal Year 2021-2024 Transportation Improvement Program (TIP) for the Duluth Metropolitan Area. The Draft TIP lists all transportation projects in the greater metropolitan area that are recommended by the MIC Board to receive federal transportation funds for FY 2021-2024.

To view the Draft TIP online, visit [www.dsmic.org/duluth2024](http://www.dsmic.org/duluth2024).

**Public comments are being taken from May 21 through June 19, 2020 on the Draft TIP and its proposed projects.** To request a hard copy of the document, contact James Gittemeier, who is taking all public comments on the document, at [jgittemeier@ardc.org](mailto:jgittemeier@ardc.org) or (218) 529-7556. (Free TTY services are available through Minnesota Relay at 800-627-3529). Comments and questions are welcomed for the duration of the public comment period.

Additionally, three public informational sessions will be held on **Thursday, June 11, 2020** at from **9am-10am, Noon-1pm, and 4pm-5pm** to review the proposed projects, answer questions and take comments.

For the protection of the community, this meeting will be held online and by telephone during the current Minnesota COVID-19 State of Emergency. Public access and public comment opportunities will be provided as permitted by Minn. Stat. § 13D.021 for local government meetings, allowing the

use of communications media technology such as telephone and video conferencing. Login and call-in information can be viewed on the TIP web page at visit [www.dsmic.org/duluth2024](http://www.dsmic.org/duluth2024).

The Draft TIP, along with all comments received, will be considered for final approval at the MIC Board meeting on June 24, 2020. The final version of the 2021-2024 TIP will list all transportation projects that have been planned and programmed for federal funding within the Duluth area for those four years.

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

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