

# Duluth-Superior Metropolitan Interstate Council



**2022 - 2023**

## Unified Transportation Planning Work Program and Budget

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**Approvals:**

MIC Policy

MnDOT:

FTA/FHWA

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# Duluth-Superior Metropolitan Interstate Council FY 2022 - 2023 Unified Transportation Planning Work Program and Budget

To view this plan online and for more information about its development,  
please visit [dsmic.org/planning/work-program-budget](https://dsmic.org/planning/work-program-budget)

Prepared by the  
Duluth-Superior Metropolitan Interstate Council



*Duluth and Superior urban area communities cooperating  
in planning and development through a joint venture of the  
[Arrowhead Regional Development Commission](#)*

*and the*

[Northwest Regional Planning Commission](#)

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## Acknowledgements

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The report does not constitute a standard, specification, or regulation.

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For more information on the MIC's Title VI program and the procedures to file a complaint, contact MIC Director Ron Chicka at [rchicka@ardc.org](mailto:rchicka@ardc.org), by phone at (218) 529-7506, by mail or by visiting in person at the MIC office (address above). Complaint instructions and forms can also be found in the Title VI Non-Discrimination Program and Limited-English Proficiency Plan online at [dsmic.org/titlevi-policy](https://dsmic.org/titlevi-policy). If you would like a hard copy of the complaint instructions and/or forms mailed or emailed to you, or if Title VI information is needed in another language or another format, please contact the MIC office.



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Duluth-Superior Metropolitan Interstate Council  
**2021 - 2022 UNIFIED TRANSPORTATION PLANNING WORK PROGRAM**

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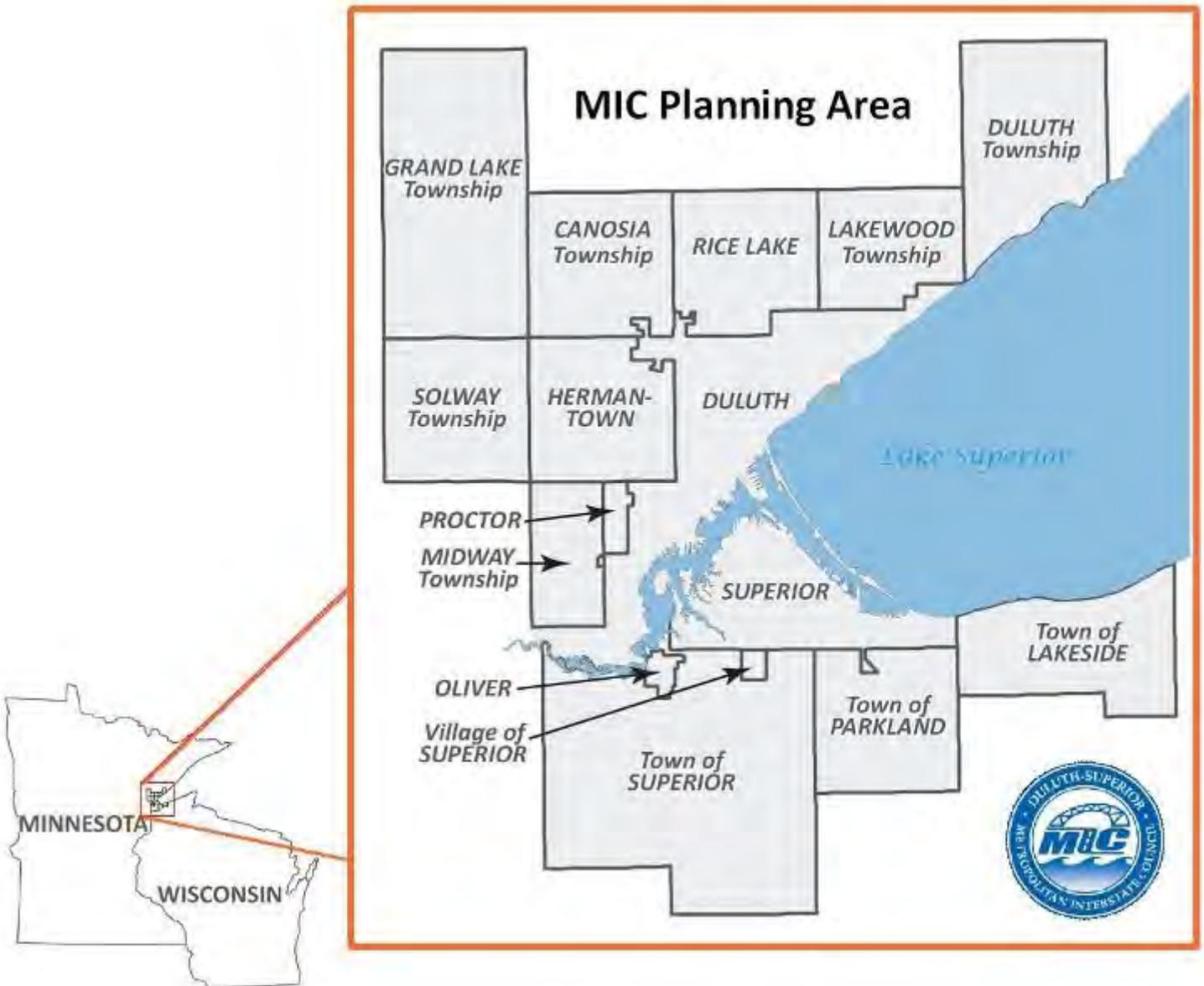
# DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

## Member, Staff and Advisory Committee Listing

September 2020

MIC Policy Board	Transportation Advisory Committee
Broc Allen – Douglas Co. Suburban Townships	Chris Belden – Duluth Transit Authority
Ed Anderson – City of Superior Citizen Rep	David Bolf – City of Hermantown
Nick Baker – Douglas County Board ( <i>WI Co-Chair</i> )	Chris Carlson – City of Superior
Warren Bender – Superior Common Council	Kate Ferguson – Duluth Seaway PA ( <i>Vice-Chair</i> )
Wayne Boucher – City of Hermantown (MN Co-Chair)	Jim Foldesi – St. Louis County
Pete Clark – Douglas County Board	Jason Jackman – Douglas County Engineering
Earl Elde – St. Louis County Suburban Townships	Todd Janigo – City of Superior Engineering
Zack Filipovich – Duluth City Council	Chris Lee – City of Duluth Planning
Adam Fulton - Duluth Citizen Rep	Kris Liljeblad – City of Duluth Planning
Ashley Grimm – Duluth City Council	Cari Pedersen – City of Duluth Engineering
Janet Kennedy – Duluth City Council	Jess Rich – City of Proctor
Rosemary Lear – Douglas County Board	Dena Ryan – WisDOT ( <i>Chair</i> )
Nick Ledin– Superior Common Council	Krysten Saatela Foster – MnDOT
Keith Musolf – St Louis County Board	Karl Schuettler – Economic Development
Sam Pomush – Douglas County Board	Cindy Voigt – City of Duluth Engineering
Bob Quade – City of Rice Lake	Maren Webb - MnDOT
Tom Szukis – Duluth Transit Authority	Tom Werner – Duluth Airport Authority
Jenny VanSickle – Superior Common Council	Vacant – Bike/Pedestrian Rep
Chad Ward – City of Proctor	Vacant – Mobility Challenged
	<b>MIC Staff - NWRPC</b>
<b>MIC Staff – ARDC</b>	Sheldon Johnson, MIC Deputy Director
Ron Chicka, MIC Director	
James Gittemeier, Principal Planner	<b>ARDC Staff</b>
Barb Peterson, Administrative Assistant	Sister Mary Matthew, Finance Director
Richard Sarran, GIS Specialist	<b>Est Hours=360</b>
Rondi Watson, Communications Coordinator	Dee Binstock, Assistant Finance Director
Mike Wenholz, Senior Planner	<b>Est Hours=180</b>

# MIC PLANNING AREA



# Population History

Source: Census (2000, 2010), ACS (2015).

	1980	1990	2000	2010	2015	2010-15 Growth
United States	226,545,805	248,709,873	281,421,906	308,745,538	316,515,021	7,769,483
Minnesota	4,075,970	4,375,099	4,919,479	5,303,925	5,419,171	115,246
Wisconsin	4,705,767	4,891,769	5,363,675	5,686,986	5,742,117	55,131
St. Louis County, MN	222,229	198,213	200,528	200,226	200,506	280
Douglas County, WI	44,421	41,758	43,287	44,159	43,799	-360
<b>MIC (MN)</b>	<b>116,944</b>	<b>109,841</b>	<b>113,033</b>	<b>115,242</b>	<b>115,719</b>	<b>477</b>
<i>Duluth city</i>	92,811	85,493	86,918	86,265	86,178	-87
<i>Hermantown city</i>	6,759	6,761	7,448	9,414	9,627	213
<i>Proctor city</i>	3,180	2,974	2,852	3,057	3,060	3
<i>Rice Lake township</i>	3,861	3,883	4,139	4,095	4,119	24
<i>Grand Lake township</i>	2,166	2,355	2,621	2,779	2,789	10
<i>Lakewood township</i>	1,680	1,799	2,013	2,190	2,449	259
<i>Canosia township</i>	1,562	1,743	1,998	2,158	2,213	55
<i>Solway township</i>	1,665	1,772	1,842	1,944	1,919	-25
<i>Duluth township</i>	1,604	1,561	1,723	1,941	1,872	-69
<i>Midway township</i>	1,656	1,500	1,479	1,399	1,493	94
<b>MIC (WI)</b>	<b>34,437</b>	<b>31,686</b>	<b>32,133</b>	<b>32,386</b>	<b>31,822</b>	<b>-564</b>
<i>Superior city</i>	29,571	27,134	27,368	27,244	26,817	-427
<i>Superior town</i>	2,065	1,911	2,058	2,166	2,035	-131
<i>Parkland town</i>	1,496	1,326	1,240	1,220	1,330	110
<i>Lakeside town</i>	572	569	609	693	581	-112
<i>Superior village</i>	480	481	500	664	700	36
<i>Oliver village</i>	253	265	358	399	359	-40
<b>Total MIC</b>	<b>151,381</b>	<b>141,527</b>	<b>145,166</b>	<b>147,628</b>	<b>147,541</b>	<b>-87</b>

# Duluth-Superior Metropolitan Interstate Council

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

## **PURPOSE & OBJECTIVES:**

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

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

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

The objectives of the MIC and its work activities, described in this document, are:

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

# Summary of 2021 Key Accomplishments

## Short Range

### **Central Entrance Transportation Plan**

The purpose of the plan is to define a vision for a walkable, bikeable, and transit-oriented thoroughfare that will create an attractive destination that (1) is safe and comfortable to use for those of all ages and abilities and (2) encourages new types of residential and commercial development. The plan recommendations and its public engagement framework will feed directly into MnDOT's preliminary design work in 2022 in advance of its planned reconstruction of Central Entrance in 2026. The planning process included numerous in-person and virtual public engagement opportunities, Community Advisory Committee and Steering Committee meetings. Deliverables include a summary of past study and plan recommendations, 10 planning level concepts to visualize various zones of the corridor, and a public engagement framework for MnDOT to use prior to and during construction.

### **Duluth-Superior Metropolitan Pedestrian Plan**

The MIC completed an overhaul of the 1999 Metropolitan Pedestrian Plan. Its goal is to improve the pedestrian environment by implementing policies, programs and projects to create safe, convenient and comfortable spaces for people to walk as a viable and essential part of the transportation network, accessible to all persons. The planning process incorporated recommendations from numerous local, state and national plans and studies, gathered input to identify key issues from jurisdictional stakeholders and the general public, and used a detailed GIS analysis to define and visualize key pedestrian corridors and priority pedestrian improvements throughout the Duluth-Superior area.

### **Bicycle and Pedestrian Counting Program**

The MIC continued to lead the bike/ped count program for the MIC area in order to collect baseline data to allow for better understanding of performance and use of bike and ped facilities, using a mix of permanent counters, automated portable counters and manual counts assisted with community volunteers.

### **Roadway Planning and Coordination**

As part of the MIC's transportation planning and technical assistance role within the Duluth-Superior area, MIC Staff participated in the following initiatives:

***Tower Ave (Belknap to 28th) Modeling Project*** – The MIC's traffic modeling consultant (AECOM) is teaming with NWRPC to conduct a traffic analysis of Tower Avenue in the City of Superior to determine the feasibility of a "road diet" being applied along the corridor. Talks with City administration will occur to determine further planning and whether that could be done via the MIC.

***South Tower Avenue (STH 35)***– MIC staff assisted with multimodal components of this project at key locations in the City of Superior. Medians and pedestrian amenities, components of prior MIC planning efforts, have been installed as part of WisDOT's construction work on this corridor.

***Blatnik Bridge Reconstruction Planning*** – Minnesota and Wisconsin DOTs began planning efforts for the future improvement or replacement of the Blatnik Bridge between Duluth and Superior. MIC staff members are serving on four advisory committees and specialty work groups that are scheduled to be ongoing over the next four to five years. The Policy Board adopted a general Resolution of Support for this project, and MIC staff is involved to provide our perspective on the multimodal user needs of such a facility.

(Continued)

## *Summary of 2021 Key Accomplishments - continued*

### **General Transit Planning and Coordination**

MIC staff participated from start to finish in the Duluth Transit Authority's Comprehensive Operational Analysis (COA), called the "Better Bus Blueprint," a full review of the DTA fixed-route bus network. The study aims to develop recommendations for a complete redesign of the bus network to better meet the community's needs.

### **Transportation Improvement Programs (TIPs) for Duluth and Superior**

Numerous amendments and administrative modifications were made to the 2021-2024 Duluth and Superior TIPs, in accordance with the MIC's Public Involvement Plan. In addition, the annual process of soliciting, prioritizing, and seeking public comment to develop and adopt the upcoming four-year program of projects (for 2022-2025) was conducted for both the Duluth and Superior metropolitan areas, in accordance with the timelines established by MnDOT and WisDOT.

### **MPO TIP and DOT STIP Coordination**

Staff from the MPOs in Minnesota, MnDOT and FHWA continued to work together to fully identify the issues with TIP and STIP compliance and process and devise recommendations to resolve them.

### **Administration/Program Coordination**

*Statewide and National-Level Planning Initiatives*—MIC staff participated on numerous statewide and national-level planning efforts including MPO Directors meetings in Madison with the Wisconsin contingent and in St. Paul with the MnDOT and FHWA/FTA contingent; participated in meetings as a member of both the AMPO Board of Directors and AASHTO's Census Transportation Planning Products Oversight Board.

*COVID-19 Accommodations* — MIC staff continued working from home and conducted all meetings of the MIC Policy Board, Transportation Advisory Committee, Bicycle-Pedestrian Advisory Committee, Harbor Technical Advisory Committee and short-range plan advisory committees, as well as public TIP open houses and staff meetings as virtual meetings via Microsoft Teams, to meet both social distancing and public participation requirements in accordance with Minnesota Governor Tim Walz's March 2020 declaration of a peacetime emergency.

*Public Involvement Plan, Title VI and Limited English Proficiency/Language Assistance Plans* — The MIC was selected by MnDOT for a Title VI review this year and MIC staff responded in detail to the formal Notice of Title VI Compliance Review and Request for Information that was issued by the Office of Civil Rights. The MIC's Title VI compliance program received an overall score of 23 out of 30 possible points, with a Satisfactory Compliance status, and a Corrective Action Plan was developed to remedy identified deficiencies. The MIC's Title VI, Language Assistance and Public Participation plans were all updated this year in accordance with notes and direction from MnDOT.

# SHORT RANGE PLANNING

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### ***I-35 Corridor:***

**Objective:** *Coordinate with MnDOT District 1 on a I-35 Corridor Study through the MIC area. This study will identify long term system issues and needs, ensure consistency between planned local and state economic development patterns, develop strategies for meeting local, state and national multimodal transportation goals based on a planned community vision.*

### ***Background:***

I-35 is a limited access highway that reached Duluth in 1971 and was completed in 1992. With portions of I-35 in Duluth now approaching the end of its useful life (note that reconstruction of some segments of the interstate have or will take place in the near future) a comprehensive examination of the I-35 corridor in Duluth is necessary. Reconstruction of the corridor is a once-in-a-generation project impacting future interstate commerce and travel, community health and livability, and the vitality of the local economy and tax base.

### ***Major Work Activities***

- Present-day and future multimodal needs are to be identified to better develop strategies that will improve the transportation system integral to the MIC planning area.
- Preserving mobility on the National Highway System (NHS) for the efficient movement of people and freight for interstate commerce and travel.
- Continuing the revitalization in the heart of Duluth, the Downtown and Waterfront area, by creating and improving the multimodal connections.
- Strengthening the local economy and tax base.
- Preparing for the future needs, including but not limited to intelligent transportation systems (ITS) and connected Autonomous Vehicle (CAV) readiness.

Meeting MIC area performance measures for Safety/HSIP and Pavement and Bridge Condition and Performance (Travel time, freight reliability and CO2 emissions).

**Final Product:** Comprehensive vision for the I-35 corridor that includes conceptual designs for short and long term amenity needs for the length of the roadway in the MIC planning area.

### ***Budget***

\$ 125,000      CY 2022  
\$ 125,000      CY 2023

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# **ONGOING INITIATIVES**

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**BICYCLE / PEDESTRIAN PLANNING, COORDINATION & IMPLEMENTATION**

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

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

**Major Work Activities**

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

**Special Projects – Short Range**

- **Duluth–Superior Metropolitan Safe Routes to School:** Provide technical assistance, planning support and coordination with schools and local roadway jurisdictions on plans, projects and programs.
- **Cross City Trail:** Provide coordination and technical assistance to implement and fund the Lakewalk to Munger Trail missing connection.
- **Campus Connector Trail:** Segment 5-St Marie Street—coordinate with the City of Duluth on a feasibility and alternatives study and stakeholder engagement for the Campus Connector Trails was adopted in 2019. Two segments are already completed and the next priority is the St Marie St segment.
- **Bicycle & Pedestrian Counting Program:** Continue to develop the Twin Ports bicycle and pedestrian count program. Evaluate the program, and to ensure long term sustainability, continue to build relationships with jurisdictions agencies and organizations, especially public works departments.
- **Duluth Superior Metropolitan Bikeways Plan:** work with roadway authorities and community partners with prioritizing projects and studies and providing guidance on the recommendations in the Bikeways Plan.
- **Duluth Superior Metropolitan Pedestrian Plan:** work on any final revisions and approvals for the Pedestrian Plan and present final plan to MIC area decision-making bodies.

**Final Product**

Products vary depending on the specific tasks within this element. Some tasks are purely administrative or coordination in nature. Projects ongoing through 2021.

**Budget**

\$ 50,800	CY 2022
\$ xx.xxx	CY 2023

**ROADWAY PLANNING, COORDINATION & IMPLEMENTATION**

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

**Special Projects – Short Range**

- *Superior – North Tower Avenue -Belknap to 21st:*
- *Rice Lake Rd Commercial Corridor Study:* MIC staff will assist the City of Rice Lake and St. Louis County with specific planning level tasks (i.e. data collection/analysis, public input, model analysis) as a component of their larger transportation/land use plan for a section of Rice Lake Road centered around the intersection with Martin Road conducted for the City of Rice Lake. The larger plan will be examining improvements to future operational and safety aspects of the roadway including proper access control for the corridor.
- *Duluth –Medical District Transportation Projects:* Coordinate with the City of Duluth, the Duluth Transit Authority and the Medical District stakeholders with analyzing multimodal needs (automobile, bicycle, pedestrian, & transit) and making recommendations on the various upcoming associated projects impacting the transportation network surrounding the Medical District.
- *Blatnik Bridge:* Coordinate with MnDOT and WISDOT on developing the scope and participating in the project steering committee as well as public and stakeholder engagement activities for this major transportation project.
- *London Road:* Participate in and assist MnDOT with planning for the London Road resurfacing project.
- *Highway 61 Revisited:* Continue to participate in discussions regarding the Highway 61 Revisited visioning, including meetings with the Highway 61 Revisited working group, MnDOT, the City of Duluth, and other stakeholders, as appropriate. The MIC’s role at this time is to listen, learn details, and provide input.

**Budget**

\$ 113,200 CY 2022 (*\$????? For consultant assistance*)  
\$ xxx,xxx CY 2023

**HARBOR PLANNING, COORDINATION & IMPLEMENTATION**

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

**Ongoing Work Activities**

- Provide primary staff support for the MIC’s Harbor Technical Advisory Committee (HTAC).
- Provide a forum for interagency discussion and cooperation on harbor business and environmental issues.
- Provide support and staff time toward the development of the Dredge Material Management Plan (DMMP) for the ports of Duluth and Superior.
- Assist in finding and promoting viable use/reuse of dredge materials locally.
- Assist in developing recreational paddler and boater safety in the harbor and near-shore area.
- Assist with efforts to better define and/or establish Environmental Windows within the harbor and estuary. Possibly form an Environmental Windows Subcommittee.
- Assist the Duluth Seaway Port Authority as needed with redevelopment or use of the Clure Terminal or Clure Expansion, such as CN Cargo Connect
- Assist with implementation of the St Louis River Area of Concern Implementation Framework
- Advocate for port use and improvements.
- Support and advocate for the implementation of the 26 recommendations of the 2016 Port Land Use Plan
- Seek additional funding sources to supplement work activities
- Staff HTAC subcommittees
  - ◊ Dredging
  - ◊ Navigation & Safety
  - ◊ Membership & By-Laws
- Report HTAC activities to the MIC Policy Board.
- Present the HTAC as a model for other ports and communities to replicate

**Final Product**

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

**Budget**

\$ 41,000      CY 2022  
\$ xx,xxx      CY 2023

**TRANSIT PROGRAM ADMINISTRATION, COORDINATION AND MONITORING**

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

**Major Work Activities**

Prepare and attend regular meetings of the DTA Board of Directors and other ad hoc meetings with DTA staff.

- Provide regular progress reports on transit planning activities to ARDC, NWRPC and state and federal agencies.
- Complete quarterly invoices and progress reports for submittal to state and federal agencies.
- Assist DTA with strategic planning initiatives and ADA items, as needed.
- Assist DTA on development and implementation of marketing initiatives.
- Assist NWRPC and/or jurisdictions including the City of Superior with a Public Transit-Human Services Transportation Coordination Plan. Douglas County/NWRPC just completed their update for 2019–2023 which can found at <http://nwrpc.com/DocumentCenter/> under Transportation Planning.
- Coordinate with Arrowhead Transit efforts as opportunities arise for this action.
- Traffic Signal Management Study – coordinate with the DTA and local jurisdictions on an evaluation of the future needs of a connected traffic signal system that will allow for transit signal priority and CAV.
- DTA – Joint Development Feasibility Study – The MIC is serving on one of the steering committees of this consultant led project - aiming to identify retail/housing opportunities near its downtown transfer center.
- Comprehensive Operations Analysis (COA) – This work item begins in 2020 and will continue through all of 2021. The COA consists of many study components including a full review of route efficiency. Aspects of Bus Rapid Transit (BRT) for a select area may be considered. The study is utilizing FTA 5304 and 5307 funding. *(MIC Administrative Amendment 2.19.20)*

**Special Projects:** MIC Staff will continue to assist the DTA staff as the need arises, per our DTA-DOT-MIC Memorandum of Understanding (MOU).

**Budget**

\$ 38,300 CY 2022  
\$ xx,xxx CY 2023

**FREIGHT PLANNING, COORDINATION & IMPLEMENTATION**

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

**Major Work Activities**

- Continue consultation with WisDOT and City of Superior regarding long term planning options for US HWY 2/Winter St corridor and Belknap Street regarding freight movement.
- Work with all area agencies and jurisdictions toward implementing the recommendations and policies outlined in the Minnesota/Wisconsin Freight Plan.
- Work with MnDOT Office of Freight staff and WisDOT staff as we develop freight profiles (commodities moved, tonnage, flows, etc.) for the Northeast Area Transportation Partnership (NE ATP) and the 10-county northwest region of Wisconsin.
- Assist with the recent State of Wisconsin’s Freight Plan and continuing meeting of the Freight Advisory Committee..
- Continue to provide assistance in route identification and overcoming barriers to oversize load movements through the MIC area.
- Continue efforts to integrate freight movement needs into mainstream transportation planning.
- Integrate freight movement needs into the MIC’s Long Range Transportation Plan.
- Continue to update/monitor Area Freight Model Start facilitating one or two meetings annually of the stakeholders who participated in the update of the MIC’s Truck Route Study. The stakeholders proposed having such meetings to share information, ideas, and concerns.
- Monitor recommendations of the MnDOT District 1 Regional Freight Plan.
- **Facilitate one or two meetings annually of the stakeholders who participated in the update of the MIC’s Truck Route Study. The stakeholders proposed having such meetings to share information, ideas, and concerns.**
- **Assist in considering risk and potential options for hazardous materials freight transport.**

**Budget**

\$ 31,100 CY 2022  
\$ xx,xxx CY 2023

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# **LONG RANGE PLANNING & COORDINATION**

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**Objective:** *In October 2019 the MIC completed its current Long Range Transportation Plan (LRTP) – “Sustainable Choices 2045”, which was a significant departure and new focus from past LRTPs. Throughout 2021 staff will continue to take initial steps to implement Sustainable Choices 2045 and begin initial data collection and preparations for the 2024 update of the LRTP. MIC staff will review and report on new federal and state requirements, as needed. We will continue to build upon a number of background or research efforts within this element that are integral to the implementation of the MIC’s LRTP.*

### LRTP “Sustainable Choices 2045” Implementation

Sustainable Choices 2045 is used to frame the MIC’s annual workplans and work.

- Significant time and effort will be made to regularly implement the goals and objectives of the plan. To this end, the LRTP Committee will continue to meet to carry out and modify an Implementation Strategy (IS) for Sustainable Choices 2045. It is anticipated the IS will include a list of priorities, a process for determining priorities, and some sort of reporting of progress made (perhaps a “report card”).
- Significant effort will be made to ensure Sustainable Choices 2045 is useful to MIC staff, our partners, and others. This includes making it easier to identify and prioritize individual steps towards implementation and include a scheduled plan for reporting back on progress made towards implementation.
- **The local Transportation Improvement Program (TIP) process updated in 2020-2021 to better align with the goals and objectives of Sustainable Choices 2045 will continue to be revised and improved, as appropriate.**
- MIC staff will use comments received during the development of Sustainable Choices 2045 to assist in pertinent projects and plans it works on. Similarly, these comments will be shared with partners and local jurisdictions, as appropriate as they pertain to given projects and studies.
- All required updated federal and state performance measures will continuously be listed and incorporated into the implementation of Sustainable Choices 2045.
- MIC staff will follow-up on the debrief of the process and work required to complete Sustainable Choices 2045 in order to consider improvements for the 2050 LRTP update. As much as practical, these improvements will be documented.
- Initial steps for the 2050 LRTP update will be made. This includes updating socioeconomic data, preparing for the new TAZ structure, and working with the MIC’s consultants.

### Special Projects – Short Range

**Area Asset Management Measures:** The MIC will continue to monitor development of this issue with our Transportation Advisory Committee (TAC) and Policy Board (MIC) aimed at performance measures and target measures that reflect Federal and State directives and guidelines, as well as regional objectives and priorities. In support of these efforts, the MIC may be developing tools and procedures for the collection and archiving of various performance-related data, such as pavement quality data and crash data.

#### **ASK RON**

**Travel Demand Model Update:** The MIC will work with our chosen consultant (over next three year interval) to update socioeconomic data that is at the foundation of the Duluth-Superior travel demand model, as well as continue to explore options for improving the process, structure, and/or inputs associated with the model. This will include moving from a TAZ-based model to one that is census block based, per the new standard of data collection.

## LONG RANGE PLANNING AND COORDINATION

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Throughout 2022, the consultant team will also work with MIC staff on an as-needed, on-call basis to complete various traffic modeling activities. General tasks include:

- \* Providing continuing model development support as needed;
  - \* Providing training to MIC staff on the model and forecasting practices;
  - \* Completing level-of-service model runs for individual corridors/projects.
- **Long Range Projects Map - Interactive Mapping Application:** The MIC will continue to refine and make the projects within the LRTP more user-friendly via graphics and other visual enhancements, as well as explore the potential for converting the map into an interactive, web-based tool.
  - **Minnesota and Wisconsin Statewide Initiatives:** Continue work with WisDOT and MnDOT toward implementation measures related to the state's long range multi-modal plans such as Wisconsin Connections 2030, Minnesota Statewide Multimodal Transportation Plan, Minnesota State Highway Investment Plan and continuing (both MN and WI) statewide freight planning initiatives.
  - **NHS – Intermodal Connectors:** The National Highway System (NHS) consists of roadways important to the nation's economy, defense, and mobility, and was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs). The recent updates to the MIC-area intermodal connectors are incorporated into *Sustainable Choices 2045*. The MIC will continue to promote updates to intermodal connectors within the MIC area, as needed.

MIC staff will participate in appropriate Transportation Performance Management (TPM) and related activities as necessary.

### Final Product

The LRTP Implementation Team is prioritizing and selecting specific aspects of *Sustainable Choices 2045* to implement. An Implementation Strategy of *Sustainable Choices 2045* may be developed and will be adjusted as necessary, which will direct implementation of the plan in 2022 and beyond.

### Budget

\$ 160,400 CY 2022 (Consultant assistance = \$40,000)  
\$ xxx,xxx CY 2023 (Consultant assistance = \$xx,xxx)

# **TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

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# TRANSPORTATION IMPROVEMENT PROGRAM

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## 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (CY 2022)

## 2024 – 2027 TRANSPORTATION IMPROVEMENT PROGRAM (CY 2023)

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

### Ongoing Work Activities

- Ensure that federal investments are tied to planning, priorities and policies as defined in the MIC’s current Long-Range Transportation Plan.
- Solicit, review and confirm LRTP compliance for all new projects that are to be included in the TIP and assist MnDOT with Area Transportation Partnership (ATP) as member of steering committee and work group.
- Conduct consultation with the agency partners.
- Provide public input opportunity.
- Prepare a fiscally constrained document.
- Summarize proposed projects effect on Performance Measures and Transit Asset Management targets.
- Meet with member jurisdictions to discuss possible project submittals.
- Complete all federal requirements pertaining to TIP development, including relating TIP projects to the federal planning factors.
- Transmit approved TIP to federal and state agencies.
- Amend TIP as necessary in response to changes in project schedules and/or scopes.
- Interactive mapping.
- Project lists discussion.

### Special Projects – Short Range

- **Create a TIP Project Change Application:** An application format that jurisdictions can use when asking for as TIP Amendment/Administrative Modification.

### Final Product

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

### Budget

\$ 77,100	CY 2022
\$ xx,xxx	CY 2023

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# **MIC ADMINISTRATION**

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## **PROGRAM ADMINISTRATION, COORDINATION AND MONITORING**

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

**COVID-19 Accommodations:** MIC staff began working from home and developed processes to hold virtual meetings (via Microsoft Teams) to meet both social distancing and public participation requirements, in accordance with Minnesota Governor Tim Walz's March 2020 declaration of a peacetime emergency. Virtual meetings are anticipated to continue into 2021 for all MIC planning activities (meetings of the MIC Policy Board, Transportation Advisory Committee, Bicycle-Pedestrian Advisory Committee, Harbor Technical Advisory Committee and short-range plan advisory committees, as well as public TIP open houses and staff meetings).

It is currently unknown when it will be possible to transition back to working from the office and holding in-person meetings; however if and when that occurs, it will be undertaken in accordance with state guidance and best practices to maintain personal and public health.

### **Major Work Activities**

#### **Program Administration**

- Project task administration and communication between the MIC and its advisory committees.
- Prepare budgets and quarterly progress reports.
- Administer strategic planning for the MPO staff and advisory committees.
- Assist MnDOT and WisDOT with grant applications, as need.
- Provide the MPO Policy Board, ARDC Board, Northwest RPC Board and other relevant agencies and/or public leaders with information on the MPO's planning functions.

#### **Program Coordination**

- Consult with all MIC-area levels of government.
- Conduct mid-year review meeting with state and federal agencies (tentative date for 2021 – July 14, 2021).
- Track and/or respond to federal and state transportation issues.
- Cooperate with ARDC staff and all MPO jurisdictions with regard to GIS activities.
- Produce transportation project news releases and maintain social media contacts on an ongoing basis.
- Prepare and conduct ad hoc meetings to promote transportation initiatives.
- Update the MIC Title VI and Public Involvement plans, 2021.

#### **Work Program Development & Monitoring**

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

#### **Statewide and District Planning**

- Assist both MnDOT and WisDOT in statewide multimodal planning efforts.
- Preliminary planning efforts for the Blatnik Bridge project. The MIC's Travel Demand Model will be used to assist by running possible scenarios.

### **Training, Workshops and Conferences**

- Attend WISDOT and MNDOT statewide MPO directors' meetings as scheduled. The Wisconsin DOT holds quarterly meetings in the months of January, April, July and October.
- Attend various statewide functions or workshops relevant to the MIC.
- Participate in meetings of the TRB ADA30 (Small and Medium MPOs) and continuing regional/national meetings of the TRB Asset Management committee.
- Attend workshops that promote staff development. These will take the form of computer software training, personal writing, and speaking courses or similar presentation skills training.
- Participate in meetings/workshops as a Board Member of AASHTO's Census Transportation Planning Products Oversight Board.
- Attendance/participation on Association of Metropolitan Planning Organization (AMPO)'s Board of Directors. Spring 2021 – Annual Board meeting ; Fall 2021 – National Meeting/Conference
- Attend select National Association of Development Organizations (NADO) and American Planning Association (APA) workshops and conferences.
- Attendance and presentations for FHWA (as requested) national workshops/meetings for Freight and Mega-region task forces.

### **Public Involvement Plan (PIP) Update**

The MIC's 2018 Public Involvement Plan (PIP) is fully compliant with all metropolitan transportation planning process requirements as identified in 23 CFR 450.316. However, in evaluating the effectiveness and timing of public engagement initiatives for the recent 2045 update of the LRTP and in advance of upcoming TIP development cycles, MIC staff will be reviewing its processes for public involvement, participation, and consultation. New language is also needed to address open meeting requirements for online meetings.

These changes will require a formal amendment to the PIP, which will be conducted in accordance with all public involvement requirements for that plan, including a 45-day public comment period and approval by the MIC Board. We anticipate these steps will be undertaken during the first quarter of 2021.

The MIC's Public Involvement Plan can be accessed online at [dsmic.org/study/pip](https://dsmic.org/study/pip).

### **Communication Initiatives**

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

### **Final Product**

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

### **Budget**

\$	317,800	CY 2022
\$	xxx,xxx	CY 2023

## **MIC Administrative Cost Allocation**

**NOTE:**

Beginning with the 2015 CY Budget, the MIC accounts for financial staff time from our host agency (ARDC) in a manner changed from prior years. ARDC administrative staff time is incorporated into our budget in the same manner as any other staff person of the MIC. (Hour estimates for ARDC staff are noted on page vi). A copy of the 2021 ARDC Cost Allocation Plan can be accessed online.

[2021 ARDC Cost Allocation Plan](#)

*(right click and choose "open hyperlink")*

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

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# **2022 BUDGET**

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## MIC Unified Transportation Planning Work Program

### 2022 FUNDING SOURCES

#### MINNESOTA

Consolidated Planning Grant (CPG – Minnesota)	\$ 583,655
Minnesota State Funds (MnDOT)	\$ 60,524
Arrowhead Regional Development Commission (ARDC) - Match	\$ 100,521

**MINNESOTA TOTAL** **\$ 744,700**

#### WISCONSIN

Federal Highway Administration (CPG -Wisconsin)	\$ 68,000
Wisconsin State Funds (CPG Match-WisDOT)	\$ 3,166
Northwest Regional Planning Commission (Local Match-NWRPC)	\$ 13,834

**WISCONSIN TOTAL** **\$ 85,000**

**WISCONSIN + MINNESOTA FUNDING TOTALS** **\$ 829,700**

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

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**Duluth – Superior Metropolitan Interstate Council**

**2022 MIC TRANSPORTATION PLANNING PROGRAM ELEMENTS**

<b>Project Type</b>	<b>Project Name</b>	<b>Hours</b>	<b>Salaries</b>	<b>Fringe</b>	<b>Indirect</b>	<b>Direct</b>	<b>Totals*</b>
MIC Area-wide	Metropolitan Bike/Ped Planning	975	\$33,891	\$11,200	\$4,058	\$1,651	\$50,800
MIC Area-wide	Harbor Planning	700	\$26,606	\$8,885	\$3,194	\$2,315	\$41,000
MIC Area-wide	Freight Planning and Coordination	450	\$20,632	\$6,961	\$2,483	\$1,024	\$31,100
MIC Area-wide	Transit Planning	700	\$25,258	\$8,373	\$3,027	\$1,642	\$38,300
MIC Area-wide	Roadway Planning and Coordination	1,000	\$36,524	\$12,203	\$4,385	\$60,088	\$113,200
	SUB TOTAL	<b>3,825</b>	<b>\$142,911</b>	<b>\$47,622</b>	<b>\$17,147</b>	<b>\$66,720</b>	<b>\$274,400</b>
<b>Long Range</b>							
MIC Area-wide	Long Range Planning/Coordination	2,100	\$74,510	\$24,903	\$8,947	\$52,039	\$160,400
TIP							
MN and WI	Transportation Improvement Program	1,225	\$44,695	\$14,981	\$5,371	\$12,054	\$77,100
<b>Administration</b>	<b>Administration</b>						
MIC Area-wide	MIC Area-wide	4,075	\$160,534	\$54,259	\$19,331	\$83,676	\$317,800
		<b>11,225</b>	<b>\$422,650</b>	<b>\$141,76</b>	<b>\$50,796</b>	<b>\$214,489</b>	<b>\$829,700</b>

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

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**DULUTH - SUPERIOR METROPOLITAN INTERSTATE COUNCIL  
2022 COMBINED MN/WI COST SHARE ALLOCATION PERCENTAGE**

	<b>Total (MN/WI)</b>	<b>MN - CPG* Federal</b>	<b>MN - ST Match</b>	<b>MN - L Match</b>	<b>WI - CPG* Federal</b>	<b>WI - ST Match</b>	<b>WI - L Match</b>
<b>Short Range Planning</b>	\$ 274,400	\$ 193,028	\$ 20,017	\$ 33,244	\$ 22,489	\$ 1,047	\$ 4,575
	100.00%	70.35%	7.29%	12.12%	8.20%	0.38%	1.67%
<b>Long Range Planning</b>	\$ 160,400	\$ 112,834	\$ 11,701	\$ 19,433	\$ 13,146	\$ 612	\$ 2,674
	100.00%	70.35%	7.29%	12.12%	8.20%	0.38%	1.67%
<b>TIP</b>	\$ 77,100	\$ 54,236	\$ 5,624	\$ 9,341	\$ 6,319	\$ 294	\$ 1,286
	100.00%	70.35%	7.29%	12.12%	8.20%	0.38%	1.67%
<b>Administration</b>	\$ 317,800	\$ 223,557	\$ 23,182	\$ 38,503	\$ 26,046	\$ 1,213	\$ 5,299
	100.00%	70.35%	7.29%	12.12%	8.20%	0.38%	1.67%
<b>TOTALS</b>	\$ 829,700	\$ 583,655	\$ 60,524	\$ 100,521	\$ 68,000	\$ 3,166	\$ 13,834
	100.00%	70.35%	7.29%	12.12%	8.20%	0.38%	1.67%

Rounding results in some totals off by \$1.

\* Consolidated Planning Grant

**DULUTH - SUPERIOR METROPOLITAN INTERSTATE COUNCIL  
2022 COST SHARE ALLOCATION  
-- MINNESOTA PORTION --**

<b>MIC Project Description</b>	<b>TOTAL COSTS</b>	<b>MN-CPG* Federal (a)</b>	<b>MN - State MATCH (a)</b>	<b>MN - Local MATCH</b>
<b>Short Range Planning</b>	\$246,289	\$193,028	\$20,017	\$33,244
	100.00%	78.37%	8.13%	13.50%
Duluth-Central Entrance Corridor Plan Metropolitan Bicycle / Ped Planning Harbor Planning and Coordination Freight Planning and Coordination Transit Planning Roadway Planning and Coordination				
<b>Long Range Planning</b>	\$143,968	\$112,834	\$11,701	\$19,433
Long Range Planning	100.00%	78.37%	8.13%	13.50%
<b>Transportation Improvement Program (TIP)</b>	\$69,201	\$54,236	\$5,624	\$9,341
TIP	100.00%	78.37%	8.13%	13.50%
<b>Administration</b>	\$285,242	\$223,557	\$23,182	\$38,503
MIC Administration	100.00%	78.37%	8.13%	13.50%
<b>GRAND TOTALS</b>	\$744,700	\$583,655	\$60,524	\$100,521
	100.00%	78.37%	8.13%	13.50%

\* Consolidated Planning Grant

**DULUTH - SUPERIOR METROPOLITAN INTERSTATE COUNCIL**  
**2022 COST SHARE ALLOCATION**  
**-- WISCONSIN PORTION --**

MIC Project Description	Total Costs	WI-CPG* Federal	WI - State MATCH	WI - Local MATCH
<b>Short Range Planning</b>	\$28,111	\$22,489	\$1,047	\$4,575
	100.00%	80.00%	3.72%	16.27%
Duluth-Central Entrance Corridor Plan Metropolitan Bicycle / Ped Planning Harbor Planning and Coordination Freight Planning and Coordination Transit Planning Roadway Planning and Coordination				
<b>Long Range Planning</b>				
Long Range Planning	\$16,432	\$13,146	\$612	\$2,674
	100.00%	80.00%	3.72%	16.27%
<b>Transportation Improvement Program (TIP)</b>				
TIP	\$7,899	\$6,319	\$294	\$1,286
	100.00%	80.00%	3.72%	16.28%
<b>Administration</b>				
MIC Administration	\$32,558	\$26,046	\$1,213	\$5,299
	100.00%	80.00%	3.73%	16.28%
<b>GRAND TOTALS</b>	\$85,000	\$68,000	\$3,166	\$13,834
	100.00%	80.00%	3.72%	16.28%

\* Consolidated Planning Grant

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# 2023 Budget

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## MIC Unified Transportation Planning Work Program

### 2023 FUNDING SOURCES

#### MINNESOTA

Consolidated Planning Grant (CPG – Minnesota)	\$ 583,655
Minnesota State Funds (MnDOT)	\$ 60,524
Arrowhead Regional Development Commission (ARDC) - Match	\$ 100,521

**MINNESOTA TOTAL** **\$ 744,700**

#### WISCONSIN

Federal Highway Administration (CPG -Wisconsin)	\$ 68,000
Wisconsin State Funds (CPG Match-WisDOT)	\$ 3,166
Northwest Regional Planning Commission (Local Match-NWRPC)	\$ 13,834

**WISCONSIN TOTAL** **\$ 85,000**

**WISCONSIN + MINNESOTA FUNDING TOTALS** **\$ 829,700**

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Duluth – Superior Metropolitan Interstate Council

2023 MIC TRANSPORTATION PLANNING PROGRAM ELEMENTS

Project Type	Project Name	Hours	Salaries	Fringe	Indirect	Direct	Totals*
MIC Area-wide	Metropolitan Bike/Ped Planning	975	\$33,891	\$11,200	\$4,058	\$1,651	\$50,800
MIC Area-wide	Harbor Planning	700	\$26,606	\$8,885	\$3,194	\$2,315	\$41,000
MIC Area-wide	Freight Planning and Coordination	450	\$20,632	\$6,961	\$2,483	\$1,024	\$31,100
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MIC Area-wide	Roadway Planning and Coordination	1,000	\$36,524	\$12,203	\$4,385	\$60,088	\$113,200
	SUB TOTAL	3,825	\$142,911	\$47,622	\$17,147	\$66,720	\$274,400
<b>Long Range</b>							
MIC Area-wide	Long Range Planning/Coordination	2,100	\$74,510	\$24,903	\$8,947	\$52,039	\$160,400
TIP							
MN and WI	Transportation Improvement Program	1,225	\$44,695	\$14,981	\$5,371	\$12,054	\$77,100
<b>Administration</b>							
MIC Area-wide	MIC Administration / Coordination	4,075	\$160,534	\$54,259	\$19,331	\$83,676	\$317,800
	<b>GRAND TOTAL*</b>	11,225	\$422,650	\$141,76	\$50,796	\$214,489	\$829,700

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

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**DULUTH - SUPERIOR METROPOLITAN INTERSTATE COUNCIL  
2023 COMBINED MN/WI COST SHARE ALLOCATION PERCENTAGE**

	Total (MN/WI)	MN - CPG* Federal	MN - ST Match	MN - L Match	WI - CPG* Federal	WI - ST Match	WI - L Match
<b>Short Range Planning</b>	\$ 274,400 100.00%	\$ 193,028 70.35%	\$ 20,017 7.29%	\$ 33,244 12.12%	\$ 22,489 8.20%	\$ 1,047 0.38%	\$ 4,575 1.67%
<b>Long Range Planning</b>	\$ 160,400 100.00%	\$ 112,834 70.35%	\$ 11,701 7.29%	\$ 19,433 12.12%	\$ 13,146 8.20%	\$ 612 0.38%	\$ 2,674 1.67%
<b>TIP</b>	\$ 77,100 100.00%	\$ 54,236 70.35%	\$ 5,624 7.29%	\$ 9,341 12.12%	\$ 6,319 8.20%	\$ 294 0.38%	\$ 1,286 1.67%
<b>Administration</b>	\$ 317,800 100.00%	\$ 223,557 70.35%	\$ 23,182 7.29%	\$ 38,503 12.12%	\$ 26,046 8.20%	\$ 1,213 0.38%	\$ 5,299 1.67%
<b>TOTALS</b>	\$ 829,700 100.00%	\$ 583,655 70.35%	\$ 60,524 7.29%	\$ 100,521 12.12%	\$ 68,000 8.20%	\$ 3,166 0.38%	\$ 13,834 1.67%

Rounding results in some totals off by \$1.

\* Consolidated Planning Grant

**DULUTH - SUPERIOR METROPOLITAN INTERSTATE COUNCIL  
2023 COST SHARE ALLOCATION  
-- MINNESOTA PORTION --**

MIC Element / Project #	TOTAL COSTS	MN-CPG* Federal (a)	MN - State MATCH (a)	MN - Local MATCH
<b>Short Range Planning</b>	\$246,289 100.00%	\$193,028 78.37%	\$20,017 8.13%	\$33,244 13.50%
Central Entrance Corridor Multimodal Plan				
Metropolitan Bicycle/Ped Planning				
Harbor Planning and Coordination				
Freight Planning and Coordination				
Transit Planning				
Roadway Planning and Coordination				
Long Range Planning	\$143,968 100.00%	\$112,834 78.37%	\$11,701 8.13%	\$19,433 13.50%
<b>Transportation Improvement Program (TIP)</b>				
TIP	\$69,201 100.00%	\$54,236 78.37%	\$5,624 8.13%	\$9,341 13.50%
<b>Administration</b>				
MIC Administration	\$285,242 100.00%	\$223,557 78.37%	\$23,182 8.13%	\$38,503 13.50%
<b>GRAND TOTALS **</b>	\$744,700 100.00%	\$583,655 78.37%	\$60,524 8.13%	\$100,521 13.50%

\* Consolidated Planning Grant

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

**DULUTH - SUPERIOR METROPOLITAN INTERSTATE COUNCIL  
2023 COST SHARE ALLOCATION  
-- WISCONSIN PORTION --**

MIC Element / Project #	Total Costs	WI-CPG* Federal	WI - State MATCH	WI - Local MATCH
<b>Short Range Planning</b>	\$28,111	\$22,489	\$1,047	\$4,575
	100.00%	80.00%	3.72%	16.27%
Central Entrance Corridor Study				
Metropolitan Bicycle/Ped Planning				
Harbor Planning and Coordination				
Freight Planning and Coordination				
Transit Planning				
Roadway Planning and Coordination				
<b>Long Range Planning</b>	\$16,432	\$13,146	\$612	\$2,674
Long Range Planning	100.00%	80.00%	3.72%	16.27%
<b>Transportation Improvement Program (TIP)</b>	\$7,899	\$6,319	\$294	\$1,286
TIP	100.00%	80.00%	3.72%	16.28%
<b>Administration</b>	\$32,558	\$26,046	\$1,213	\$5,299
MIC Administration	100.00%	80.00%	3.73%	16.28%
	\$85,000	\$68,000	\$3,166	\$13,834
<b>GRAND TOTALS</b>	100.00%	80.00%	3.72%	16.28%

\* Consolidated Planning Grant

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

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# APPENDIX

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**APPENDIX I: METROPOLITAN PLANNING FACTORS**

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

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

FAST Act Metropolitan Planning Factors in the MIC’s 2021-2022 UPWP												
UPWP Category	UPWP Elements	Metropolitan Planning Factors										
		1	2	3	4	5	6	7	8	9	10	11
Short Range	Central Entrance	X	X		X	X	X	X	X	X	X	X
Ongoing	Bike and Pedestrian Planning	X	X		X	X	X	X	X	X	X	X
	Harbor Planning	X		X	X	X	X		X	X	X	X
	Freight Planning	X	X	X					X	X	X	X
	Transit Planning	X	X	X	X	X	X	X	X	X	X	X
	Roadway Planning	X	X	X	X	X	X	X	X	X	X	X
Long Range	LRTP Update – Compliance	X	X	X	X	X	X	X	X	X	X	X
	– Operations & Maintenance (i.e. PQI)		X				X		X		X	X
	– Performance Measures		X		X	X		X	X	X	X	X
TIP	Transportation Improvement Program 2020-2023	X	X	X	X	X	X	X		X	X	X
Administration	Unified Planning Work Program	X	X	X	X	X	X	X	X	X	X	X
TIP	Transportation Improvement Program 2020-2023	X	X		X		X	X		X	X	X
Administration	Unified Planning Work Program	X	X	X	X	X	X	X	X	X	X	X

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FY 2021 Unified Planning Work Program Budget - Minnesota Funding Sources				
UPWP Category	Project Title	Federal Funding Amount	Local Funding Amount (a)	Total Funding Amount
Short Range	Central Entrance Corridor Plan	\$ 78,636	\$ 21,735	\$ 100,371
	Bike and Pedestrian Planning	\$ 33,561	\$ 9,274	\$ 42,835
	Harbor Planning	\$ 27,383	\$ 7,566	\$ 34,949
	Freight Planning	\$ 20,573	\$ 5,683	\$ 26,256
	Transit Planning	\$ 25,206	\$ 6,964	\$ 32,171
	Roadway Planning	\$ 23,241	\$ 6,421	\$ 29,661
		<b>Sub Total</b>	\$ 208,600	\$ 57,643
Long Range	Long Range Plan Update	\$ 95,348	\$ 26,348	\$ 121,696
TIP	TIP	\$ 52,308	\$ 14,454	\$ 66,762
Administration	Administration and Coordination	\$ 218,359	\$ 60,340	\$ 278,699
	<b>Funding Totals **</b>	\$ 574,615	\$ 158,785	\$ 733,400
<b>(a) Source of Local Funds:</b>	Includes ARDC Local Match plus MNDOT State Funds. MNDOT State Planning Grant total of \$60,524 included in the total for local funding.			
	** Rounding results in some totals off by \$1.			

<b>FY 2022 Unified Planning Work Program Budget - Minnesota Funding Sources</b>				
<b>UPWP Category</b>	<b>Project Title</b>	<b>Federal Funding Amount</b>	<b>Local Funding Amount (a)</b>	<b>Total Funding Amount</b>
<b>Short Range</b>	<b>Bike and Pedestrian Planning</b>	\$35,735	\$9,860	\$45,595
	<b>Harbor Planning</b>	\$28,842	\$7,960	\$36,802
	<b>Freight Planning</b>	\$21,877	\$6,037	\$27,913
	<b>Transit Planning</b>	\$26,942	\$7,434	\$34,376
	<b>Roadway Planning</b>	\$79,633	\$21,970	\$101,603
	<b>Sub Total</b>	\$193,028	\$53,261	\$246,289
<b>Long Range</b>	<b>Long Range Plan</b>	\$112,834	\$31,134	\$143,968
<b>TIP</b>	<b>TIP</b>	\$54,236	\$14,965	\$69,201
<b>Administration</b>	<b>Administration and Coordination</b>	\$223,557	\$61,685	\$285,242
	<b>Funding Totals **</b>	\$583,655	\$161,045	\$744,700
<b>(a) Source of Local Funds:</b>	Includes ARDC Local Match plus MNDOT State Funds. MNDOT State Planning Grant total of \$60,524 included in the total for local funding.			
	** Rounding results in some totals off by \$1.			

## Attachment A – MPO UPWP Checklist

	Cover Page	Cover
1	Name of MPO agency and area represented	iii, vii
2	UPWP Fiscal Year	iii
3	Contact Information for MPO	iii
4	Agencies providing funds or support – including agencies' logos	iii
5	USDOT Disclaimer	iii
6	Introduction/Preface	ix
7	Table of Contents	iv - v
8	MPO Approval Resolution-signed	55-56
	Self-Certification-signed	55
9	Prospectus	N/A
10	Committee Lists-responsibilities, meetings	vi, 59
11	Staff-names, positions and responsibilities	vii
12	Map-Regional MPO Coverage Area	viii
a.	Planning Boundary	viii
b.	Urbanized Area Boundary	viii
c. *	Air Quality Boundary	N/A
13	Eleven Planning Factors	49
14	UPWP	i-59
a.	Definition of UPWP purpose	ix
b.	Summary of previous year's accomplishments	x - xi
c.	Status of current activities	Refer to Quarterly Reports
15	WORK ELEMENTS (Description of major work products and tasks)	1 - 27
a.	UPWP	i-59
b.	Administration	27-29
c.	TIP – Development/Maintenance	21
d.	LRTP – Development/Maintenance	19-20
e. *	Congestion Management Process/ITS	N/A

MPO UPWP Checklist, continued...

15	<i>Continued</i>	
h. *	Air Quality Planning	N/A
	i). Modeling	15
*	ii). CMAQ Application Process	N/A
i.	Public Involvement plan – Update (updated in 2021)	N/A
j.	Surveillance (Data Collection)	19
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19	Carry-over of unspent funds	N/A
20	Current Signed Title VI Nondiscrimination Agreement	iii
21	Link to current Title VI Program	iii
22	Annual Meeting Schedule	59

\* Denotes items present on as 'as needed' basis

N/A = not applicable

## DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

### RESOLUTION AND CERTIFICATION

#### RESOLUTION #20-11

*Adopting the CY 2021-2022 Metropolitan Interstate Council (MIC) Unified Planning Work Program and Budget and Recommending that the Arrowhead that the Arrowhead Regional Development Commission Authorize Entering into Contracts with the Minnesota and Wisconsin Departments of Transportation for Support of the MIC's Unified Transportation Planning Work Program for 2021-2022.*

**WHEREAS**, the Duluth-Superior Metropolitan Interstate Council (MIC) was created by the Joint Agreement of the Arrowhead Regional Development Commission (ARDC) and the Northwest Regional Planning Commission (NWRPC) as the urban planning policy body and designated Metropolitan Planning Organization (MPO) with responsibility for performing urban transportation planning and is recognized by Minnesota and Wisconsin Governors, and

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

**WHEREAS**, the MIC 2021-2022 Transportation Planning Work Program and Budget has been approved by the Transportation Advisory Committee (TAC) with input from MnDOT, WisDOT, NWRPC, the Duluth Transit Authority (DTA) and MIC area jurisdictions; and

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

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

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

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

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

**NOW, THEREFORE, BE IT RESOLVED**, that the MIC adopts the Calendar Years 2021-2022 Unified Transportation Planning Work Program and Budget and recommends that the Arrowhead Regional Development Commission authorize entering into contracts with the Minnesota and Wisconsin Departments of Transportation for support of the MIC Transportation Planning Work Program for 2021-2022. All contracts shall be consistent with ARDC's budget and personnel limitations and subject to legal counsel review.

ATTEST:

  
 \_\_\_\_\_  
 Nick Baker, Policy Board Co-Chair

  
 \_\_\_\_\_  
 Wayne Boucher, Policy Board Co-Chair

  
 \_\_\_\_\_  
 Ron Chicka, MIC Director

*October 21, 2020*  
 \_\_\_\_\_  
 Date

**ARROWHEAD REGIONAL DEVELOPMENT COMMISSION**

**RESOLUTION**

*Authorization to Enter into Agreements with the Minnesota Department of Transportation and the Northwest Regional Planning Commission for Federal and State Planning Funds for Support of Work Program Activities by the Metropolitan Interstate Council for Calendar Year 2021-2022.*

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

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

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

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

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

**WHEREAS**, the MIC 2021-2022 Unified Transportation Planning Work Program and Budget has been approved by the MIC Policy Board, with input from its Transportation Advisory Committee (TAC), MnDOT, WisDOT, NWRPC, the Duluth Transit Authority (DTA) and MIC area jurisdictions; and

**WHEREAS**, the 2021-2022 MIC budget has been included in on-going discussions between the MIC and ARDC, and future mutual discussions of MIC budgets are anticipated;

**NOW, THEREFORE, BE IT RESOLVED**, that the ARDC Board authorizes its Chair, Board Officer and the MIC Director to enter into agreements and amendments with MnDOT and Northwest Regional Planning Commission (NWRPC) for ARDC's portion of the financial match for the MIC's Transportation Planning Work Program for 2021-2022. This contract and all future contracts shall be consistent with ARDC's budget and personnel limitations and subject to review by legal counsel.

Attest:

  
\_\_\_\_\_  
ARDC Commission Chair

  
\_\_\_\_\_  
ARDC Commission Officer

  
\_\_\_\_\_  
MIC Director

November 19, 2020  
\_\_\_\_\_  
Date

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2022 MIC, TAC, HTAC, BPAC Meeting Calendar

8.11.21

Day/Date	Time	Group	Location	Day/Date	Time	Group	Location
January				July			
Tue, Jan 18	1:30 PM	TAC		***Annual Appreciation Dinner/Mid-Year Review			
Wed, Jan 19	4 or 6 PM	MIC		Wed, July 14			TBD
February				August			
Thurs, Feb 3	2:30 PM	BPAC		No Board or committee meetings during July			
Tue, Feb 15	1:30 PM	TAC		Thurs, Aug 4	2:30 PM	BPAC	
Wed, Feb 16	4 or 6 PM	MIC		Tue, Aug 16	1:30 PM	TAC	
March				September			
Wed, Mar 2	9:00 AM	HTAC		Wed, Sept 7	9:00 AM	HTAC	
Tue, Mar 15	1:30 PM	TAC		Tue, Sept 20	1:30 PM	TAC	
Wed, Mar 16	4 or 6 PM	MIC		Wed, Sept 21	4 or 6 PM	MIC	
April				October			
Tue, Apr 19	1:30 PM	TAC		Tue, Oct 18	1:30 PM	TAC	
Wed, Apr 20	4 or 6 PM	MIC		Wed, Oct 19	4 or 6 PM	MIC	
May				November			
Thurs, May 5	2:30 PM	BPAC		Thurs, Nov 3	2:30 PM	BPAC	
Tue, May 17	1:30 PM	TAC		No other Board or committee meeting during November			
Wed, May 18	4 or 6 PM	MIC		December			
June				December			
Wed, June 16	9:00 AM	HTAC		Wed, Dec 7	9:00 AM	HTAC	
Tue, June 14	1:30 PM	TAC		Tue, Dec 13	1:30 PM	TAC	
Wed, June 15	4 or 6 PM	MIC		Wed, Dec 14	4 or 6 PM	MIC	

\*Locations are occasionally subject to change - please check your meeting notice to confirm

MIC = Metropolitan Interstate Council Policy Board TAC = Transportation Advisory Committee Committee

HTAC = Harbor Technical Advisory BPAC = Bicycle & Pedestrian Advisory Committee

