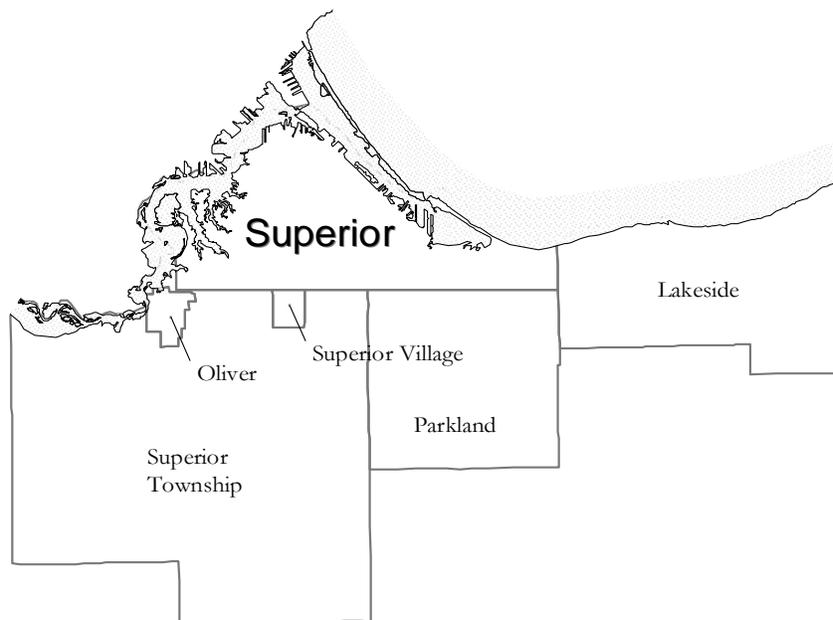


2022-2025 Transportation Improvement Program

For the Superior Urbanized Area



Draft Release & 30-Day Public Comment Period
MIC Action Scheduled August 25, 2021

Prepared by the
Metropolitan Interstate Council

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

2022-2025 Transportation Improvement Program for the Superior Urbanized Area

Prepared by the

NWRPC



U.S. Department of Transportation
Federal Transit Administration



U.S. Department of Transportation
Federal Highway Administration

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

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

Duluth-Superior Metropolitan Interstate Council
221 West First Street
Duluth, MN 55802
(218) 722-5545
(800) 232-0707

This project was funded through the Duluth-Superior Metropolitan Interstate Council with funding from the Wisconsin Department of Transportation, Arrowhead Regional Development Commission, and Northwest Regional Planning Commission. Additionally, the preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views of policy of the U.S. Department of Transportation.

DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

Member and Staff Listing – August 2021

MIC Policy Board	Transportation Advisory Committee
Broc Allen – Douglas Co. Suburban Townships	Krysten Saatela Foster – MnDOT District 1
Ed Anderson – City of Superior Citizen Rep	David Bolf – City of Hermantown
Nick Baker – Douglas County Board (<i>WI Co-chair</i>)	Jim Foldesi – St. Louis County
Warren Bender – Superior Common Council	Vacant – Bike/Pedestrian Rep
Wayne Boucher – City of Hermantown (<i>MN Co-Chair</i>)	Jason Jackman – Douglas County Engineering
Chad Ward– City of Proctor	Todd Janigo – City of Superior Engineering
Earl Elde – St. Louis County Suburban Townships	Chris Belden – Duluth Transit Authority (Vice Chair)
Jenny VanSickle – Superior Common Council	Kris Liljeblad – City of Duluth Planning
Zach Filipovich – Duluth City Council	Maren Webb – MnDOT
Ashley Grimm – St. Louis County	Cari Pedersen – City of Duluth Engineering
Bob Quade –City of Rice Lake	Chris Lee – City of Duluth Planning
Rosemary Lear – Douglas County Board	Chris Carlson – City of Superior
Adam Fulton – Duluth Citizen Rep	Kate Ferguson – Duluth Seaway Port Authority (Chair)
Tom Szukis – Duluth Transit Authority	Cindy Voigt – City of Duluth Engineering
Nick Ledin – Superior Common Council	Tom Werner – Duluth Airport Authority
Pete Clark – Douglas County Board	Dena Ryan – WisDOT
Sam Pomush – Douglas County Board	Jess Rich – City of Proctor
Janet Kennedy – Duluth City Council	Karl Schuettler – Economic Development
	Vacant – Mobility Challenged
MIC Staff – ARDC	MIC Staff - NWRPC
Ron Chicka, MIC Director	Sheldon Johnson, MIC Deputy Director
Barb Peterson, Administrative Assistant	
James Gittemeier, Principal Planner	ARDC Staff
Mike Wenholz, Senior Planner	Sister Mary Matthew, Finance Director
Richard Sarran, GIS Specialist	Dee Binstock, Finance Assistant
Rondi Watson, Communications Coordinator	

TABLE OF CONTENTS

CHAPTER 1: INTRODUCTION.....	1
Overview	1
Metropolitan Planning Organizations	2
Duluth-Superior Metropolitan Interstate Council	3
Long Range Transportation Plan	3
CHAPTER 2: SELF CERTIFICATION	4
Certification	4
CHAPTER 3: TRANSPORTATION PLANNING PROCESS, PERFORMANCE MEASURES & ASSET MANAGEMENT	5
Overview	5
Performance Measures & Asset Management	5
CHAPTER 4: 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE SUPERIOR URBANIZED AREA.....	11
2022-2025 Transportation Improvements Projects (Roadway).....	13
2022-2025 Transportation Improvements Projects (Rail)	16
2022-2025 Transportation Improvements Projects (Transportation Alternatives Program)	18
2022-2025 Transit Projects (5307)	19
2022-2025 Transit Projects (5310)	20
Map of 2022-2025 TIP Projects.....	23
CHAPTER 5: FINANCIAL CAPACITY & IMPLEMENTATION STATUS.....	25
Programmed and Available Funding for 2022-2025 TIP	29
CHAPTER 6: PROJECT STATUS UPDATES 2021-2024	31
CHAPTER 7: COMMUNITY IMPACT ASSESSMENT.....	40
Map of Minority and Low Income Concentrations	42
CHAPTER 8: PUBLIC INVOLVEMENT	44

APPENDICES

APPENDIX I

TIP Amendment Process

APPENDIX II

Public Notice for 30-day Public Comment

APPENDIX III

Consultation and Outreach Letters

APPENDIX IV

Public Comments and Communication

APPENDIX V

Resolutions

Map Disclaimer

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

Chapter 1: Introduction

Overview

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

The Metropolitan Interstate Council (MIC), the body responsible for making transportation policy decisions and for directing the transportation planning and development function within the Duluth/Superior urbanized area, has prepared and adopted a TIP each year since 1976. The TIP effort is conducted in order to specify a coordinated, multi-modal transportation program that includes a full range of transportation improvements being considered during the 2022-2025 process.

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

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

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

Metropolitan Planning Organizations

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

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

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

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

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

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

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

Duluth-Superior Metropolitan Interstate Council

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

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

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

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

Long Range Transportation Plan

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

Chapter 2: Self Certification

Certification

Transportation Planning Process

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

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

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

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

Chapter 3: Transportation Planning Process

Overview

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

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

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

Performance Measures & Asset Management

Introduction

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

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

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

23 USC 150: National performance measure goals are:

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

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

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

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

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

PM 1 – Safety

For the Wisconsin portion of the MIC area, the MIC Board passed Resolution #20-12 on October 21, 2020, adopting the WisDOT recommended Highway Safety Improvement Program (HSIP) Performance Measure Targets for 2021 as follows:

Measure	2021 Targets	Prior Year 2020 Targets
Number of Traffic Fatalities	576	564.7
Number of Serious Injuries	2,897.9	2,907.0
Rate of Traffic Fatalities	0.890 per 100 million VMT (Vehicle Miles Traveled)	0.888 per 100 million VMT (Vehicle Miles Traveled)
Rate of Serious Injuries	4.482 per 100 million VMT (Vehicle Miles Traveled)	4.585 per 100 million VMT (Vehicle Miles Traveled)
Number of Non-Motorized Fatalities & Serious Injuries	350.2	344.7

It is anticipated WisDOT will release 2022 PM 1 Safety Targets in August/September. The MIC will review these targets and consider adoption of the Wisconsin State PM 1 Targets at the October 2021 MIC meeting.

PM 2 – NHS Pavement and Bridge Condition

For the Wisconsin portion of the MIC area, the MIC Board passed Resolution #18-15 on June 20, 2018, adopting the WisDOT recommended NHS Pavement and Bridge Condition Performance Targets as follows. Based on 2021 coordination and consultation with WisDOT and its available data, the following 2 and 4-year targets are made part of the 2022-2025 TIP. Future updates will be incorporated as WisDOT targets are developed.

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

*NHS = National Highway System

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

For the Wisconsin portion of the MIC area, the MIC Board passed Resolution #18-16 on June 20, 2018, adopting the Wisconsin recommended NHS Performance and Freight Movement on the Interstate System Targets as follows. Based on 2021 coordination and consultation with WisDOT and its available

data, the following 2 and 4-year targets are made part of the 2022-2025 TIP. Future updates will be incorporated as WisDOT targets are developed.

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

**NHS = National Highway System*

Transit Asset Management Targets

The MIC Board originally passed Resolution #18-18 on September 19, 2018 adopting the DTA’s Transit Asset Management (TAM) targets for CY 2019. Since that time, the DTA and the MIC annually review TAM baseline and target data. Based on 2021 coordination and consultation with the DTA, its available baseline data, and the DTA approved TAM Plan & Performance Targets (1/27/2021) the following 4-year TAM targets for 2022 are made part of the 2022-2025 TIP.

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

Public Transportation Agency Safety Plan (PTASP)

The Public Transportation Agency Safety Plan (PTASP) regulation requires covered public transportation providers and state DOTs to establish safety performance targets to address the safety performance measures identified in the National Public Transportation Safety Plan. Here are the Duluth Transit Authority's targets.

Safety Performance Target							
Targets below are based on the previous 5 years of Duluth Transit Authority's safety performance data.							
Mode of Transit Service	Fatalities (Total)	Fatalities (per 100,000 VRM)	Injuries (Total)	Injuries (per 100,000 VRM)	Safety Events (Total)	Safety Events (per 100,000 VRM)	System Reliability (VRM/ Failures)
Fixed Route Bus	0	0	3.5	0.18	5	0.26	9,200
ADA/Paratransit	0	0	0	0.19	1	0.38	188,000

Anticipated Effect - Public Transportation Agency Safety Plan (PTASP) Targets

The Superior Area TIP transit projects are anticipated to contribute positively to the PTASP targets. In order to meet targets, the DTA will be purchasing new buses to replace existing buses and projects are programmed to improving maintenance facilities to keep buses in safe working order. In regards to reliability targets, the DTA is continuing to upgrade technology, including signal programming to reduce delay on the street network and improving fare paying options and the associated technology to reduce time it takes to collect fares when passengers board the buses.

Updated targets across all levels will be reviewed and incorporated into the TIP based on release of updated and proposed DTA and WisDOT performance measures and asset management. Any future action necessary by the MIC Policy Board will be amended into the TIP to reflect adopted measures.

MPO's Performance-Based Planning and Programming Processes

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

Linkage of Investments to Established Performance Measures

Jurisdictional entities will analyze the adopted performance based measures during consideration of project development. This review will enable engineers and local planning staff opportunities

to determine how different aspects of project scoping and development scenarios may positively or negatively impact performance measures locally.

Future Performance Measure Activities and Coordination

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

Chapter 4: 2022-2025 Transportation Improvement Program for the Superior Urbanized Area

The 2022-2025 Transportation Improvement Program (TIP) lists priority transportation projects programmed for implementation in the Superior urbanized area. All transportation projects programmed to use Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funds must first be included in an approved TIP prepared by the Duluth-Superior Metropolitan Interstate Council (MIC). Amendment processes will adhere to guidance language prepared by FHWA and WisDOT and included in the MIC Public Involvement Plan as represented in the appendix. Additionally, the Duluth-Superior Metropolitan Interstate Council, WisDOT and the Duluth Transit Authority hereby agree to the following procedures in advancing projects from the approved TIP for federal funding commitment.

Expedited Project Selection Procedures

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

Projects in the 2022-2025 TIP are listed on the following pages of Chapter Four. Projects were solicited from representative units of government in the urbanized area, the Duluth Transit Authority, and Wisconsin Department of Transportation and are found to be consistent with the findings of the Duluth/Superior Long Range Transportation Plan. WisDOT relies on the public involvement process conducted by the MPO in the development of their TIP to satisfy the Federal Transit Administration program and planning requirements as established for the Section 5307/5309 programs. The *Annual List of Obligated Projects* can be found at www.dsmic.org.

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

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

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

2022-2025 TRANSPORTATION IMPROVEMENT PROJECTS (ROADWAY)

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2022	2023	2024	2025	Illustrative	Federal	State	Local	Total
WisDOT 113-16-006 IH 535 Superior – Duluth St. Louis River Bridge, Const, Paint, Misc Maint B16-0005-001 to 0005, MnDOT is Lead Agency 1199-00-74 CONST	PE									
	ROW									
	CONST	5,900						5,900		5,900
	TOTAL	5,900						5,900		5,900
Douglas County 113-19-016 CTH C MN State Line to CTH W/Barnes Road Preliminary Design 8758-00-02	PE	137							137	137
	ROW									
	CONST									
	TOTAL	137							137	137
Douglas County 113-19-017 CTH C Irondale Road to STH 35 Preliminary Design STP-Rural 8758-00-03	PE	137							137	137
	ROW									
	CONST									
	TOTAL	137							137	137
WisDOT 113-20-001 USH 2 53 rd Ave E – CTH C Pavement Joint Repair 1180-00-31	PE	225						225		225
	ROW									
	CONST									
	TOTAL	225						225		225
WisDOT 113-20-006 STH 35 / Tower Avenue Belknap Street to 64 th Street Preliminary Design NHPP 4.05 miles (C Superior Local Match) 8010-00-03	PE	400					300		100	400
	ROW									
	CONST									
	TOTAL	400					300		100	400

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2022	2023	2024	2025	Illustrative	Federal	State	Local	Total
City of Superior 113-20-009										
Hammond Avenue	PE	10							10	10
N 21st Street to N 28th Street	ROW									
Preliminary Design	CONST									
0.50 Miles										
8998-00-35	TOTAL	10							10	10
WisDOT 113-20-010										
IH 535	PE	40						40		40
Blatnik Bridge - Bridge Painting	ROW									
Preliminary Design	CONST									
MNDOT Lead										
1199-00-04	TOTAL	40						40		40
City of Superior 113-21-001										
Hammond Avenue	PE									
N 21st Street to N 28th Street	ROW									
Reconstruction	CONST		1,435				1,147		288	1,435
8998-00-36										
STP Urban	TOTAL		1,435				1,147		288	1,435
WisDOT 113-21-002										
USH 53	PE									
2 nd Ave E to Hughitt Ave/Blatnik Bridge	ROW									
Resurfacing	CONST				3,091		2,429	607		3,091
NHPP										
1198-03-73	TOTAL				3,091		2,429	607		3,091
Douglas County 113-21-003										
CTH C	PE									
MN State Line to Barnes Road	ROW									
Reconstruction	CONST		4,653				3,722		931	4,653
STBG-R										
8758-00-72	TOTAL		4,653				3,722		931	4,653
WisDOT 113-21-011										
USH 53/East 2 nd Street	PE									
E Street Intersection Safety Improvements	ROW									
HSIP	CONST				874		787	87		874
1198-03-80	TOTAL				874		787	87		874

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2022	2023	2024	2025	Illustrative	Federal	State	Local	Total
WisDOT 113-21-019 East Second Street 2 nd Ave E – Hughitt Ave Real Estate 1198-03-23 Amended to TIP June 2021	PE									
	ROW	211						211		211
	CONST									
	TOTAL	211						211		211
Douglas County 113-22-001 CTH UU CTH U to STH 13 Pulverize and Pave 3.25 miles	PE									
	ROW									
	CONST			1,200					1,200	1,200
	TOTAL			1,200					1,200	1,200
WisDOT 113-22-002 USH 2 Superior to Wentworth STH 13 - Bridge Rehab B-16-0024 Deck Overlay, Joint Replacement 1195-03-70 NHPP/Fed/State	PE									
	ROW									
	CONST				1,312.5		1,050	262.5		1,312.5
	TOTAL				1,312.5		1,050	262.5		1,312.5
WisDOT 113-22-003 STH 13 Port Wing to Superior CTH H to Engdahl Road Payment Resurfacing 8510-01-70 STP-FLX/Fed/State	PE									
	ROW									
	CONST		9,332.4				7,465.9	1,866.5		9,332.4
	TOTAL		9,332.4				7,465.9	1,866.5		9,332.4

2022-2025 TRANSPORTATION IMPROVEMENT PROJECTS (RAIL)

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2022	2023	2024	2025	Illustrative	Federal	State	Local	Total
WisDOT 113-17-010 Rail-Highway Crossing Safety Level of Effort Rail Crossing Road Closure 852857P Ogden Avenue Crossing of BNSF rail line Safety	PE									
	ROW									
	CONST	7.5					7.5			7.5
	TOTAL	7.5					7.5			7.5
OCR 113-18-004 58 th Street and WCL Crossing Install Flashing Lights and Gates WCL Crossing 697407S 1009-89-03 (local share paid by WCL)	PE									
	ROW									
	CONST	228					74	40	114	228
	TOTAL	228					74	40	114	228
OCR 113-18-009 CTH C BNSF RR Crossing Crossing # 086403C Install Signals and Gates 1009-89-02	PE									
	ROW									
	CONST		222				72.21	38.88	111.1	222
	TOTAL		222				72.21	38.88	111.1	222
OCR 113-19-005 Rail-Highway Crossing Safety Level of Effort Projects Safety	PE									
	ROW									
	CONST	100					100			100
	TOTAL	100					100			100
WisDOT 113-19-006 Rail-Highway Crossing Safety Level of Effort Projects Safety	PE									
	ROW									
	CONST	100					100			100
	TOTAL	100					100			100

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2022	2023	2024	2025	Illustrative	Federal	State	Local	Total
OCR 113-20-004										
Rail-Highway Crossing Safety Level of Effort	PE									
Projects	ROW									
Safety	CONST		100				100			100
	TOTAL		100				100			100
WisDOT 113-20-005										
Rail-Highway Crossing Safety Level of Effort	PE									
Projects	ROW									
Safety	CONST		100				100			100
	TOTAL		100				100			100
OCR 113-21-008										
Rail-Highway Crossing Safety Level of Effort	PE									
Projects	ROW									
Safety	CONST			100			100			100
	TOTAL			100			100			100
WisDOT 113-21-009										
Rail-Highway Crossing Safety Level of Effort	PE									
Projects	ROW									
Safety	CONST			100			100			100
	TOTAL			100			100			100
OCR 113-22-004										
Rail-Highway Crossing Safety Level of Effort	PE									
Projects	ROW									
Safety	CONST				100		100			100
	TOTAL				100		100			100

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2022	2023	2024	2025	Illustrative	Federal	State	Local	Total
WisDOT 113-22-005										
Rail-Highway Crossing Safety Level of Effort	PE									
Projects	ROW									
Safety	CONST				100		100			100
	TOTAL				100		100			100

2022–2025 TRANSPORTATION ALTERNATIVES PROJECTS

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2022	2023	2024	2025	Illustrative	Federal	State	Local	Total
City of Superior 113-21-012	PE	10							10	10
Various Locations: Replacement of existing bus shelters, concrete pad and adjacent sidewalk repairs 8998-00-37	ROW									
	CONST									
	TOTAL	10							10	10
City of Superior 113-21-013	PE									
Various Locations: Replacement of existing bus shelters, concrete pad and adjacent sidewalk repairs STBG-TA 8998-00-38	ROW									
	CONST		464.4				371.5		92.9	464.4
	TOTAL		464.4				371.5		92.9	464.4

2022–2025 TRANSIT PROJECTS (5307)

Primary Jurisdiction Project Sponsor/ TIP Project ID	Project Description	2022 (Jan-Dec)					2023 (Jan-Dec)					2024 (Jan-Dec)					2025 (Jan-Dec)				
		Fed	State	Local	Fare Box Rev.	Total	Fed	State	Local	Fare Box Rev.	Total	Fed	State	Local	Fare Box Rev.	Total	Fed	State	Local	Fare Box Rev.	Total
Project																					
DTA Sec. 5307 Operating Assistance	Regular Route	504,700	360,500	537,488	122,673	1,525,361															
DTA Sec. 5307 Operating Assistance	STRIDE		20,600	82,400	6,798	109,798															
DTA Sec. 5307 Operating Assistance	Regular Route						519,841	371,315	553,613	126,353	1,571,122										
DTA Sec. 5307 Operating Assistance	STRIDE							21,218	84,872	7,002	113,092										
DTA Sec. 5307 Operating Assistance	Regular Route											535,436	382,454	570,221	130,144	1,618,255					
DTA Sec. 5307 Operating Assistance	STRIDE												21,855	87,418	7,418	116,485					
DTA Sec. 5307 Operating Assistance	Regular Route																551,499	393,928	587,328	134,048	1,666,803
DTA Sec. 5307 Operating Assistance	STRIDE																	22,510	90,041	7,428	119,979

2022–2025 Transit Projects

Primary Jurisdiction Project Sponsor/ TIP Project ID	Project Description	2022 (Jan-Dec)				2023 (Jan-Dec)				2024 (Jan-Dec)				2025 (Jan-Dec)				ILLUSTRATIVE (Jan-Dec)			
		Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
		Project																			
Indian Trails – Intercity Bus Service	Service connecting Superior and Duluth to stops along USH 2 at various locations with connection to routes/stops located throughout Michigan.			No specific funds identified for this activity																	

2022-2025 Transit Projects (5310)

Primary Jurisdiction Project Sponsor/ TIP Project ID	Project Description	2022 (Jan-Dec)				2023 (Jan-Dec)				2024 (Jan-Dec)				2025 (Jan-Dec)				ILLUSTRATIVE (Jan-Dec)			
		Fed	State	Local	Total	Fed	State	Local	Total												
		Project																			
	No projects identified																				

Primary Jurisdiction Project Sponsor/ TIP Project ID	Project Description																	ILLUSTRATIVE (Jan-Dec)			
		2022 (Jan-Dec)				2023 (Jan-Dec)				2024 (Jan-Dec)				2025 (Jan-Dec)							
		Fed	State	Local	Total	Fed	State	Local	Total												
Project																					

This page intentionally left blank.



2022-2025 Mapped TIP Projects

<u>Map Label</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Project Year</u>	<u>Type of Cost</u>	<u>Primary Jurisdiction Sponsor</u>	<u>Project Type</u>
1	113-16-006	IH 535: St. Louis River Bridge-Const.,paint, misc. maint. B16-0005-001 to 0005	2022	Const	WisDOT	Road
2	113-17-010	Ogden Ave./ BNSF 852857P Crossing: Road Closure of BNSF rail line	2022	Const	WisDOT	Rail
3	113-18-004	58th St.: WCL Crossing 697407S - Install flashing lights and gates	2022	Const	WCL	Rail
4	113-18-009	CTH C: BNSF Crossing 086403C - Install signals & gates	2023	Const	OCR	Rail
5	113-19-016	CTH C: MN State Line to CTH W/Barnes Rd. - Preliminary design	2022	PE	WisDOT	Road
6	113-19-017	CTH C: Irondale Rd. to STH 35 - Preliminary design	2022	PE	WisDOT	Road
7	113-20-001	USH 2 (Superior to Wentworth): 53rd Ave. to CTH C - Patch/rut fill/repair and mill/ slab replacement	2022	PE	WisDOT	Road
8	113-20-006	STH 35/Tower Ave.: Belknap St. to 64th St. - Preliminary design	2022	PE	WisDOT	Road
9	113-20-009	Hammond Ave: N. 21st St, to N. 28th St. - Preliminary Design	2022	PE	WisDOT	Road
10	113-20-010	IH 535/Blatnik Bridge-Bridge painting/preliminary design	2022	PE	MNDOT	Road
11	113-21-001	Hammond Ave.: N 21st St. to N. 28th St. - Reconstruction	2023	Const	WisDOT	Road
12	113-21-002	USH 53: 2nd Ave E to Hughitt Ave/Blatnik Bridge - Resurfacing	2025	Const	WisDOT	Road
13	113-21-003	CTH C: MN State Line to Barnes Rd. - Reconstruction	2023	Const	WisDOT	Road
14	113-21-011	USH 53/E 2nd St: E St. Intersection - Safety Improvements HSIP	2024	Const	WisDOT	Road
15	113-21-019	E 2nd St.: 2nd Ave E to Hughitt Ave. - Real Estate	2022	ROW	WisDOT	Road
16	113-22-001	CTH UU: CTH U to STH 13 - Pulverize and pave	2025	Const	WisDOT	Road
17	113-22-002	USH 2: STH 13 - Bridge rehab B-16-0024 Deck overlay, joint replacement	2025	Const	WisDOT	Road
18	113-22-003	STH 13: CTH H to Engdahl Rd	2023	Const	WisDOT	Road

2022-2025 Non-Mapped TIP Projects

<u>TIP Project ID</u>	<u>Project Description</u>	<u>Project Year</u>	<u>Type of Cost</u>	<u>Primary Jurisdiction Sponsor</u>	<u>Project Type</u>
113-19-005	Rail-Highway Crossing safety level of effort	2022	Const	OCR	Rail
113-19-006	Rail-Highway Crossing safety level of effort	2022	Const	WisDOT	Rail
113-20-004	Rail-Highway Crossing safety level of effort	2023	Const	OCR	Rail
113-20-005	Rail-Highway Crossing safety level of effort	2023	Const	WisDOT	Rail
113-21-008	Rail-Highway Crossing safety level of effort	2024	Const	WisDOT	Rail
113-21-009	Rail-Highway Crossing safety level of effort	2024	Const	WisDOT	Rail
113-22-004	Rail-Highway Crossing safety level of effort	2025	Const	OCR	Rail
113-22-004	Rail-Highway Crossing safety level of effort	2025	Const	WisDOT	Rail
113-21-012	Various Locations:Replacement of existing bus shelters, concrete pad and adjacent sidewalk repairs	2022	PE	City of Superior	Transit
113-21-013	Various Locations:Replacement of existing bus shelters, concrete pad and adjacent sidewalk repairs	2023	Const	City of Superior	Transit

Transportation Improvement Program Wisconsin MIC Area Projects 2022-2025



**2022-2025
Transportation
Improvement
Projects**

Project Year

- 2022
- 2023
- 2024
- 2025

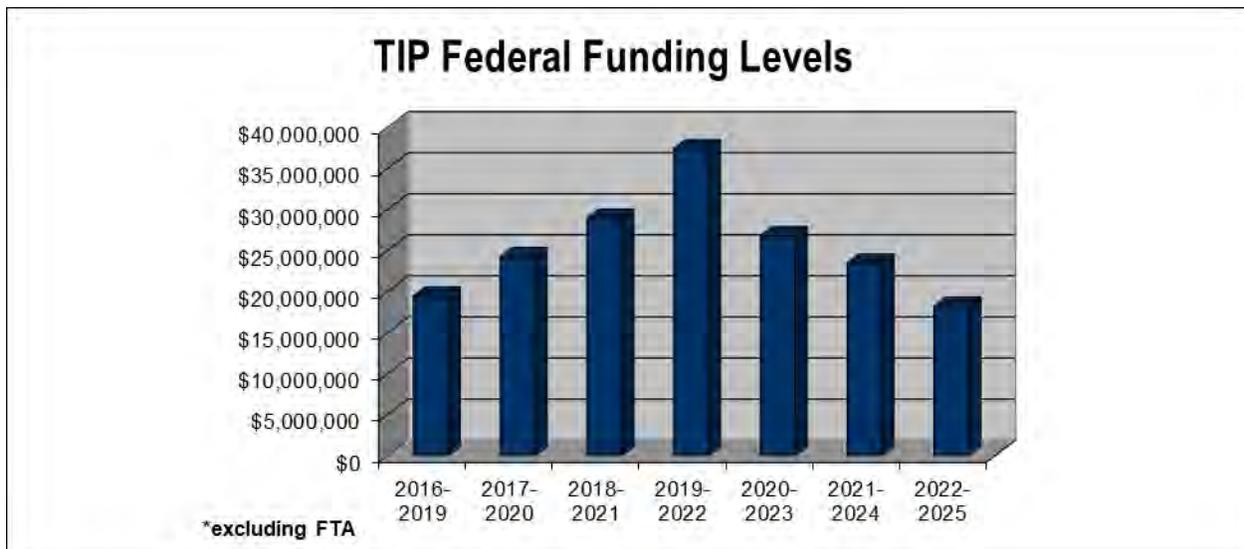
See Inset A

Inset A

Chapter 5: Financial Capability & Constraint

Fiscal capability and constraint continue to play an important role in the development of the TIP and within *FAST* Act. For purposes of transportation operation and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by 23 U.S.C. 101(a)(6)) and public transportation (as defined by title 49 U.S.C. Chapter 53). The solicitation of transportation projects and their inclusion in the TIP has been based on availability of funds awarded or approved for development. As such, the fiscal capacity to fund the identified projects is targeted to specific funding sources whose funding commitment has already been secured. To formally identify these fund sources, the following analysis represents the fiscal capacity.

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



Assessment of Fiscal Constraints

The MIC has assessed the ability of the area's highway jurisdictions to meet their financial commitments with regards to the projects being programmed in the TIP while also continuing to fund their ongoing operations and maintenance (O&M). To demonstrate fiscal constraint, project costs were compared with budget data from previous years.

Table 5.1 provides annual average revenue levels for the Superior Area jurisdictions based on the expenditures for years 2017-2020. 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.

Table 5.1: Funding for Streets and Highways in Recent Years (millions of dollars)

Jurisdictions	2017		2018		2019		2020		Annual Avg	
	O&M	Capital Outlay	O&M	Capital Outlay	O&M	Capital Outlay	O&M	Capital Outlay	O&M	Capital Outlay
WisDOT NW Region	33.1	166.31	34.5	163.23	36.9	111.41	33.5	115.85	34.5	139.2
City of Superior	3.94	3.639	4	3.38	4.5	3.8	4.0	2.5	4.11	3.33
Douglas County	8.1	4.5	8.0	3.3	5.3	3.9	4.6	3.0	6.5	3.675
TOTAL	45.14	174.449	46.5	169.91	46.7	119.11	42.1	121.35	45.11	146.205

These averages are compared against the 2022-2025 TIP project costs in Table 5.2 to show that project costs in the 2022-2025 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.

Table 5.2: Total Project Costs: 2022-2025 Superior Area TIP (millions of dollars)

Jurisdiction	2022	2023	2024	2025	Expenses 2022-2025 (4yr total)	Revenue	
						Avg. Expend. (4 years)	
						O&M	Capital Outlay
WisDOT NW Region	7.433	9.532	.200	5.477	22.642	34.5	139.2
City of Superior	.02	1.899	0	0	1.919	4.11	3.33
Douglas County	.274	4.653	1.200	0	6.127	6.5	3.675
TOTAL	\$7.727	\$16.084	\$1.400	\$5.477	\$30.688	\$45.11	\$146.205

The Superior area is allocated STP urban funds (Table 5.3). These federal funds are allocated on a two-year cycle and require a 20 percent local match. Even though the STP allocation guarantees funding, proposed projects must go through the MIC for inclusion of expenditure in the TIP and a formal funding request must be made to WisDOT. Based on past funding allocations and projected allocations from WisDOT, urban funding levels are expected to remain fairly constant during the projected TIP years and local match requirements will be available.

Table 5.3 - Superior STP Urban Funding Estimates

Fiscal Year	7/1/21 – 6/30/23		7/1/23 – 6/30/25		7/1/25 – 6/30/27	
	2022	2023	2024	2025	2026	2027
Requested	\$227,817	\$228,168	\$228,168	\$228,168	\$228,168	\$228,168
Projected	\$227,817	\$228,168	\$228,168	\$228,168	\$228,168	\$228,168

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

Table 5.4 represents funding availability for implementation of projects during all years. As a result, a 2% increase per year (as determined by WisDOT 2023-2025) is represented below to reflect requested/projected funding availability in calendar years. Costs were not inflated in Chapter 4 or in Table 5.2 to allow for comparability between the Wisconsin’s STIP and FIPS project codes.

Table 5.4 – WisDOT Northwest Region Federal Highway Funding – Superior Urbanized Area

	2022	2023	2024	2025
Requested*	\$581.5	\$13,204.43	\$207.02	\$4,702.42
Projected*	\$581.5	\$13,238.17	\$208.08	\$4,739.35

* Funds represented in Thousands

Table 5.5 represents the Superior area’s financial plan for funding available in the Superior-Duluth area for transit projects listed in the 2022-2025 Superior 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.

Table 5.5: Transit Funding Plan: 2022-2025 Superior Area TIP (millions of dollars)

Source	2022	2023	2024	2025	4 yr Total
FTA	5.578	3.556	2.600	TBD	TBD
FHWA	.232	0	0	0	.058
Federal Total	5.810	3.556	2.600	TBD	TBD
Other (state/local)	18.949	19.931	19.255	TBD	TBD
TOTALS	\$24.759	\$22.487	\$21.855	\$TBD	\$TBD

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. Table 5.6 shows the DTA’s average annual funding levels based on historical expenditures. Table 5.7 shows the DTA’s total cost by project source and year.

Table 5.6: Funding for Transit in Recent Years (millions of dollars)

Expenditure	2017	2018	2019	2020	Annual Avg.
Operations & Maintenance	14.70	15.80	17.5	15.2	15.8
Capital Outlay	2.70	3.14	1.6	1.1	2.135
Bus Purchases	5.70	0.82	4.7	0	2.805
TOTAL	\$23.10	\$19.80	\$23.8	\$16.3	\$20.75

Table 5.7: Total Transit Costs by Project Type: 2022-2025 Superior Area TIP (millions of dollars)

Source	2022	2023	2024	2025	Expenses	Revenue
					2022-2025 TIP (4 yr totals)	Avg (annually)
O&M	1.603	1.619	1.636	1.653	6.511	1.628
Capital Outlay	0	0	0	0	0	0
Bus Purchase	0	0	0	0	0	0
TOTAL	\$1.603	\$1.619	\$1.636	\$1.653	\$6.511	\$1.628

Table 5.8 on the following page, represents the approved federally funded projects slated for development within the Superior Urbanized area. All expenditures have an inflationary increase of 1.74% for years 2023-2025 and projected revenue and inflationary increase of 2.0% for years 2023-2025. Overall, based on past, current and projected years the TIP is determined to be fiscally constrained based on available information.

Table 5.8
Programmed and Available Federal Funding for the 2022-2025 TIP
(\$1,000)

Funding Sources		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2022	2023	2024	2025	Total	2022	2023	2024	2025	Total
Federal Highway Administration	STP Urban		1,166.96			1,166.96		1,169.94			1,169.94
	MLS										
	STBG-R		3,786.76			3,786.76		3,796.44			3,796.44
	STP Rural										
	STP- FLX		7,595.80			7,595.80		7,615.21			7,615.21
	STBG-TA										
	SAFETY	281.5	276.95	207.02	210.62	976.09	281.5	277.65	208.08	212.24	979.47
	BR										
	NHS										
	HISP				828.80	828.80				835.17	835.17
	NHHP	300			3,663	3,963.00	300			3,691.94	3,991.94
	TAP		377.96			377.96		378.93			378.93
Total		581.5	13,204.43	207.02	4,702.42	18,695.37	581.5	13,238.17	208.08	4,739.35	18,767.10
Federal Transit Administration	Sec. 5307 Operating	1,481	1,525	1,571	1,618	6,195	1,481	1,525	1,571	1,618	6,195
	Sec. 5307 Capital										
	5310										
	Total	1,481	1,525	1,571	1,618	6,195	1,481	1,525	1,571	1,618	6,195

This page intentionally left blank.



Chapter 6: Project Status Updates 2021-2024

The following is a status update on projects listed in the 2021-2024 TIP. Information for this section is up-to-date as of August 2021. Some projects have realized budget changes. These changes have not been reflected in the Estimated Costs columns, but are noted in the Project Status column. For more detailed project status information, contact the sponsoring agency. The *Annual List of Obligated Projects* can be found at www.dsmic.org.

PROJECT STATUS UPDATES 2021-2024

2021 Roadway Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-16-006	IH 535 Superior – Duluth St. Louis River Bridge B16-0005-001 to 0005 1199-00-74	PE ROW CONST TOTAL		5,900 5,900		5,900 5,900	Project advanced from 2022 to 2021 by amendment in February 2021 and carried over to 2022
WisDOT 113-17-018	USH 2/USH 53 29 st Avenue E to 53 rd Avenue E 1198-03-78 (const)	PE ROW CONST TOTAL	4,880 4,880	1,475 1,475		6,355 6,355	Project on schedule for completion in 2021
WisDOT 113-17-004	USH 2 (USH 53 Interchange) 53 rd Ave E – USH 2/53 Interchange Mainline/Ramp Joint Repair 1180-00-31	PE ROW CONST TOTAL		225 225		225 225	Project removed from TIP in February 2021
WisDOT 113-17-019	IH 535 Superior – Duluth B 16-0005-0001 Bridge Condition Investigation 1199-00-06 (PE)	PE ROW CONST TOTAL		1,000 1,000			Project on schedule for completion in 2021
WisDOT 113-18-015	STH 35 & STH 105 (Tower and Central) Design is 100% WI Intersection Signal Install 3700-50-54	PE ROW CONST TOTAL	667.8 667.8		74.2 74.2	742 742	Project on schedule for completion in 2021
WisDOT 113-19-001	STH 13 Port Wing – Superior Design for Resurfacing 8510-01-00	PE ROW CONST TOTAL		300 300		300 300	Project on schedule for completion in 2021
WisDOT 113-19-012	USH 2, Douglas Co STH 13 Bridge B-16-024 NHPP 1195-03-00	PE ROW CONST TOTAL	140 140	35 35		175 175	Project on schedule for completion in 2021

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-19-013	Superior-Duluth Blatnik Bridge (B16-001-005) Preliminary Design WisDOT share to MnDOT 1199-00-17	PE ROW CONST TOTAL		4,700 4,700		4,700 4,700	Project on schedule for completion in 2021
Douglas County 119-19-016	CTH C MN State Line to CTH W/Barnes Road Preliminary Design 8758-00-02	PE ROW CONST TOTAL			137 137	137 137	Project carried over to 2021
Douglas County 119-19-017	CTH C Irondale Road to STH 35 Preliminary Design 8758-00-03	PE ROW CONST TOTAL			137 137	137 137	Project carried over to 2022
WisDOT 113-20-001	USH 2 Superior to Wentworth 53 rd Ave E to CTH C Pavement Joint Repair 1180-00-31	PE ROW CONST TOTAL		225 225		225 225	Project carried over to 2022
WisDOT 113-20-006	STH 35 / Tower Avenue Belknap St to 64 th St Preliminary Design NHPP 4.05 mi (C Superior Match) 8010-00-03	PE ROW CONST TOTAL	225 225		75 75	300 300	Project carried over to 2022 and project total cost now \$400 with \$300 federal and \$100 local
WisDOT 113-20-007	USH 53/East 2 nd Street Belknap St to Blatnik Bridge Preliminary Design, NHPP 1.76 miles 1198-03-03	PE ROW CONST TOTAL	104 104		26 26	130 130	Project on schedule for completion in 2021
WisDOT 113-20-008	STH 105 MN State Line to STH 35 Preliminary Design 4.68 miles 8760-00-01	PE ROW CONST TOTAL	90 90		22.5 22.5	112.5 112.5	Project on schedule for completion in 2021
City of Superior 113-20-009	Hammond Avenue N21 st St to N28 th St Preliminary Design 0.49 miles 8998-00-35	PE ROW CONST TOTAL			10 10	10 10	Project carried over to 2022
WisDOT 113-20-010	IH 535 Superior-Duluth Blatnik Bridge – Painting MNDOT Lead 1199-00-04	PE ROW CONST TOTAL		40 40		40 41	Project carried over to 2022

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
Douglas County 113-20-011	CTH C MN State Line – STH 35 Preliminary Design 8758-00-02	PE ROW CONST TOTAL			10 10	10 10	Project removed from TIP March 2021
Douglas County 113-21-003	CTH C MN State Line to Barnes Rd - Reconstruction STBG-R 8758-00-72	PE ROW CONST TOTAL	3,722 3,722		931 931	4,653 4,653	Amended into TIP in 2021 and project now deferred to 2023
Douglas County 113-21-005	CTH Z CTH A to Old Lyman Lake Road Pave & Pulverize	PE ROW CONST TOTAL			851 851	851 851	Project on schedule for completion in 2021 w cost coming in at \$700
Douglas County 113-21-006	CTH U CTH UU to STH 13 Pave & Pulverize	PE ROW CONST TOTAL			350 350	350 350	Project on schedule for completion in 2021 w cost coming in at \$300
Douglas County 113-21-007	CTH W Olson Rd to CTH UU Pave & Pulverize	PE ROW CONST TOTAL			193 193	193 193	Project on schedule for completion in 2021 w cost coming in at \$200
WisDOT 113-21-010	USH 53/East 2 nd Street E Street Intersection Safety Improvements HSIP 1198-03-10	PE ROW CONST TOTAL	51.2 51.2	12.8 12.8		64 64	Project on schedule for completion in 2021
City of Superior 113-21-012	Various Locations: Replacement of existing bus shelters, concrete pad and adjacent sidewalk repairs	PE ROW CONST TOTAL			10 10	10 10	Project carried over to 2022 and moved to Transportation Alternatives
WisDOT 113-21-018	USH2/USH53 29 th Ave E – 53 rd Ave E Transit Mitigation 1198-03-79	PE ROW CONST TOTAL		225 225		225 225	Project scheduled for completion in 2021??
WisDOT 113-21-019	East Second Street 2 nd Ave E – Hughitt Ave Real Estate 1198-03-23	PE ROW CONST TOTAL		211 211		211 211	Amended to TIP in 2021 and project carried over to 2022

2022 Roadway Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
City of Superior 113-19-010	Marina Drive Marina Drive Bridge Replacement STP Urban 8998-00-34	PE ROW CONST	267.8		67	334.8	Project Cancelled
		TOTAL	267.8		67	334.8	

2023 Roadway Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-20-002	USH 53 Ken Road – CTH C (NB&SB) Resurface & Culvert Pipe Replacement Approx 6 mi NHPP 1198-00-72	PE ROW CONST	6,800	1,700		8,500	Project advanced and schedule for completion in 2021
		TOTAL	6,800	1,700		8,500	
Douglas County 113-21-004	CTH Z CTH A to Old Lyman Lake Road Reconstruction/MLS 1009-48-95	PE ROW CONST	1,000		2,800	3,800	Project on schedule for completion in 2021
		TOTAL	1,000		2,800	3,800	
City of Superior 113-21-012	Various Locations: Replacement of existing bus shelters, concrete pad and adjacent sidewalk repairs	PE ROW CONST	371.5		92.9	464.4	Project on schedule for 2023 and moved to Transportation Alternatives
		TOTAL	371.5		92.9	464.4	

2024 Roadway Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
City of Superior 113-21-001	Hammond Avenue N21 st St to N28th St Preliminary Design 0.49 miles 8998-00-36	PE ROW CONST	1,147		288	1,435	Project advanced from 2024 to 2023
		TOTAL	1,147		288	1,435	

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
City of Superior 113-21-002	USH 53 2 nd Ave E to Hughitt Ave/Blatnik Bridge Resurface NPP 1198-03-73	PE ROW CONST	1,760	440		2,200	Project on schedule for 2024 with total project cost now \$3,091, fed \$2,429, state \$607, local \$55
		TOTAL	1,760	440		2,200	
WisDOT 113-21-011	USH 53/East 2 nd Street E Street Intersection Safety Improvements HSIP 1198-03-80	PE ROW CONST	563.2	140.8		704	Project carried over to 2024 and project total cost now \$874 with \$787 federal and \$87 state
		TOTAL	563.2	140.8		704	

2021 Rail Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-14-015	Rail Crossing Road Closure – Garfield Avenue in the City of Superior. BNSF Crossing #102163S 8988-00-54 (const) Safety	PE ROW CONST	7.5			7.5	Project removed as no longer exists
		TOTAL	7.5			7.5	
WisDOT 113-17-009	OCR Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE ROW CONST	100			100	No project identified and dropped from TIP
		TOTAL	100			100	
WisDOT 113-17-010	OCR Rail – Road Closure 852857P Ogden Ave - BNSF Safety	PE ROW CONST	7.5			7.5	Project carried over to 2022
		TOTAL	7.5			7.5	
WisDOT 113-17-012	NSSF Rail Crossing 082857M Tower Ave & 082858U 61 st N – Gates, Bungalow, Interconnect 8010-07-50	PE ROW CONST	675		75	750	Project on schedule for completion in 2021
		TOTAL	675		75	750	
OCR 113-18-002	OCR Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE ROW CONST	100			100	No project identified and dropped from TIP
		TOTAL	100			100	

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-18-003	OCR Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE ROW CONST	100			100	No project identified and dropped from TIP
		TOTAL	100			100	
WisDOT 113-18-004	58 th St & WCL Crossing. Install Flashing Lights and Gates. Crossing 697407S 1009-89-03 Safety – WCL local share	PE ROW CONST	74	40	114	228	Project carried over to 2022
		TOTAL	74	40	114	228	
OCR 113-18-009	CTH C – BNSF RR Crossing #086403C – Install Signals and Gates 1009-89-02 Local paid by BNSF	PE ROW CONST	72.21	38.88	111.1	222	Project delayed from 2021 to 2023
		TOTAL	72.21	38.88	111.1	222	

2022 Rail Projects

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

2023 Rail Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
OCR 113-20-004	OCR Rail – Highway Crossing Safety Level of Efforts Projects	PE ROW CONST	100			100	On schedule for completion in 2023 if a project is identified
	Safety	TOTAL	100			100	
WisDOT 113-20-005	WisDOT Rail – Highway Crossing Safety Level of Efforts Projects	PE ROW CONST	100			100	On schedule for completion in 2023 if a project is identified
	Safety	TOTAL	100			100	

2024 Rail Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
OCR 113-21-008	OCR Rail – Highway Crossing Safety Level of Efforts Projects	PE ROW CONST	100			100	On schedule for completion in 2024 if a project is identified
	Safety	TOTAL	100			100	
WisDOT 113-21-009	WisDOT Rail – Highway Crossing Safety Level of Efforts Projects	PE ROW CONST	100			100	On schedule for completion in 2024 if a project is identified
	Safety	TOTAL	100			100	

2020-2023 Transportation Alternatives Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
City of Superior 113-17-011	Superior Active Transportation Plan TAP funding	PE ROW CONST	120		30	150	Project completed in 2021
	8998-00-03	TOTAL	120		30	150	

2021-2024 TRANSIT PROJECTS
DTA Projects
Projected Funding Years Increased 2022-2024

Year	Project/Description	Federal Cost	State Cost	Local Cost	Fare Box Revenue	Total Cost
2021	DTA Sec. 5307 Operating Assistance	\$490,000	\$350,000	\$521,833	\$119,100	\$1,480,933
2021	DTA Sec. 5307 Operating Assistance – STRIDE	\$0	\$20,000	\$80,000	\$6,600	\$106,600
2022	DTA Sec. 5307 Operating Assistance - Regular Route	\$494,900	\$353,500	\$527,051	\$120,291	\$1,495,742
	Updated funding amounts estimated	\$504,700	\$360,500	\$537,488	\$122,673	\$1,525,361
2022	DTA Sec. 5307 Operating Assistance – STRIDE	\$0	\$20,200	\$80,800	\$6,666	\$107,666
	Updated funding amounts estimated	\$0	\$20,600	\$82,400	\$6,798	\$109,798
2023	DTA Sec. 5307 Operating Assistance – Regular Route	\$499,849	\$357,035	\$532,332	\$121,494	\$1,510,700
	Updated funding amounts estimated	\$519,841	\$371,315	\$553,613	\$126,353	\$1,571,122
2023	DTA Sec. 5307 Operating Assistance – STRIDE	\$0	\$20,402	\$81,608	\$6,733	\$108,743
	Updated funding amounts estimated	\$0	\$21,218	\$84,872	\$7,002	\$113,092
2024	DTA Sec. 5307 Operating Assistance – Regular Route	\$504,847	\$360,605	\$537,645	\$122,709	\$1,525,807
	Updated funding amounts estimated	\$535,436	\$382,454	\$570,221	\$130,144	\$1,618,255
2024	DTA Sec. 5307 Operating Assistance – STRIDE	\$0	\$20,606	\$82,424	\$6,800	\$109,830
	Updated funding amounts estimated	\$0	\$21,855	\$87,418	\$7,212	\$116,485

2021 Transit Projects (5310)

Jurisdiction and Project Number	Project Description	Estimated Costs & Funding Sources				Calendar Year Fund	Project Status
		Federal	State	Local	Total		
North Country Independent Living 113-21-014	Funding of a Voucher Program for individuals with disabilities experiencing transportation barriers in 8 NW counties	99,750		99,750	199,500	2021	Program cycle CY 2021 – project on schedule for completion in 2021.
North Country Independent Living 113-21-015	Funding a mobility manager within NCIL	22,173		5,543	27,716	2021	Program cycle CY 2021– project on schedule for completion in 2021.
Challenge Center 113-21-016	Funding for one Minivan Replacement Vehicle Purchase Rear-Load Accessible	32,800		8,200	41,000	2021	Program cycle CY 2021 – project on schedule for completion in 2021.

Jurisdiction and Project Number	Project Description	Estimated Costs & Funding Sources				Calendar Year Fund	Project Status
		Federal	State	Local	Total		
Senior Connections 113-21-017	Funding for one Minivan Replacement Vehicle Purchase Side-Load Accessible	32,800		8,200	41,000	2021	Program cycle CY 2021 – project on schedule for completion in 2021.

2021 Transit Projects (5311)

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

Chapter 7: Community Impact Assessment

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

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

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

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

- #1 113-16-006 IH535 Blatnik Bridge Painting Maintenance (CY 2022)
- #2 113-17-010 Rail Crossing Road Closure – Ogden Avenue, Superior (CY 2022)
- #12 113-21-002 USH 53 – 2nd Ave to Hughitt Ave- Resurfacing (CY 2025)

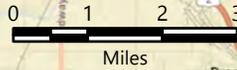
Minority Area TIP Project Listing (see map for general location)

None

This page intentionally left blank.



Transportation Improvement Program Wisconsin MIC Area Projects 2022-2025 Minority and Low Income Populations



**2022-2025
Transportation
Improvement
Projects**

Project Year

- 2022
- 2023
- 2024
- 2025

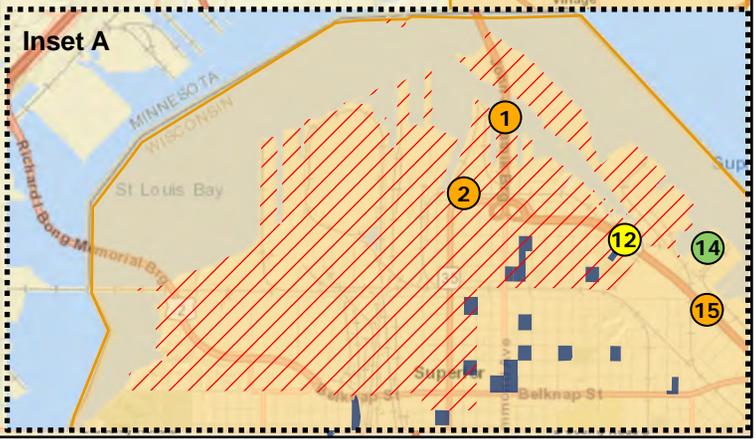
Demographics

- Low Income Census Tracts*
(2015-2019 ACS Estimates)
- Minority Population**
(2010 US Census Blocks)

*Median household income is at, or below, the Department of Health and Human Services (HHS) poverty guidelines at the census tract level. HHS poverty guideline for a family of four is \$26,500 (2021).

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

See Inset A



This page intentionally left blank.



Chapter 8: Public Involvement

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

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

2022-2025 MIC TIP Public Participation

- Correspondence to agencies seeking calendar year 2025 project requests and other 2022-2024 project activities not listed with the 2021-2024 TIP were sent to representative agencies in July 2021 soliciting candidate multi-modal transportation projects.
- The draft TIP will be reviewed and acted upon by the MIC on August 25, 2021 officially releasing the draft document for public comment beginning August 27, 2021. At the August MIC meeting the proposed draft 2022-2025 TIP will be reviewed and opportunity for public comment made available to all participants present.
- The 2022-2025 Superior Urbanized TIP will be posted to the MIC and NWRPC websites prior to publication of the legal notice officially opening the 30-day public comment period on or about August 27, 2021.
- Legal notice on the 30-day public comment period is expected to be published on or about August 27, 2021 in *The Superior Telegram*. A copy of the public notice and affidavit will be included in the appendix.
- Letters will be distributed to various state and federal agencies, Tribal Nations, and other local organizations as part of the MIC's consultation and outreach efforts in seeking input regarding the draft TIP. Copies of the letters will be included in the appendix.
- A virtual public information meeting is scheduled to held on or about September 22, 2021. MIC staff will present a power point of the 2022-2025 TIP and will be available to answer questions during the information session.
- Public comments and staff communication to questions related to the draft TIP will be summarized and included in the appendix.
- The Transportation Advisory Committee (TAC) is expected to act on the 2022-2025 TIP on October 19, 2021. Opportunity for public comment will be made

available to all participants present at the TAC meeting. A summary of public comments, if any, made at the October 19, 2021 meeting will be included in the appendix.

- The MIC is expected to act on the 2022-2025 TIP on October 20, 2021. Opportunity for public comment will be made available to all participants present at the MIC meeting. A summary of public comments, if any, will be made at the October 20, 2021 meeting will be included in the appendix.