

Duluth Area Transportation Improvement Program FY 2022-2025

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



Duluth and Superior urban area communities cooperating in planning and development through a joint venture of the



Arrowhead Regional Development Commission
and the Northwest Regional Planning Commission



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To view this TIP online:

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Acknowledgements



The work activities described within are supported by funding from the Federal Highway Administration, the Federal Transit Administration, the Minnesota and Wisconsin Departments of Transportation, the Arrowhead Regional Development Commission and the Northwest Regional Planning Commission. The contents of this document reflect the views of the authors who are responsible for the facts or accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the U.S. Department of Transportation. The report does not constitute a standard, specification, or regulation.



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Map Disclaimer

The information in these maps is a compilation of data derived from various federal, state, county, regional, and municipal sources. Geographic information has limitations due to the scale, resolution, date, and interpretation of the original source materials. Maps and data are to be used for reference purposes only and the Arrowhead Regional Development Commission (ARDC) and the Duluth-Superior Metropolitan Interstate Council (MIC) are not responsible for any inaccuracies herein contained. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, use, or misuse of the information herein provided.

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

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

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

Duluth-Superior Metropolitan Interstate Council

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

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

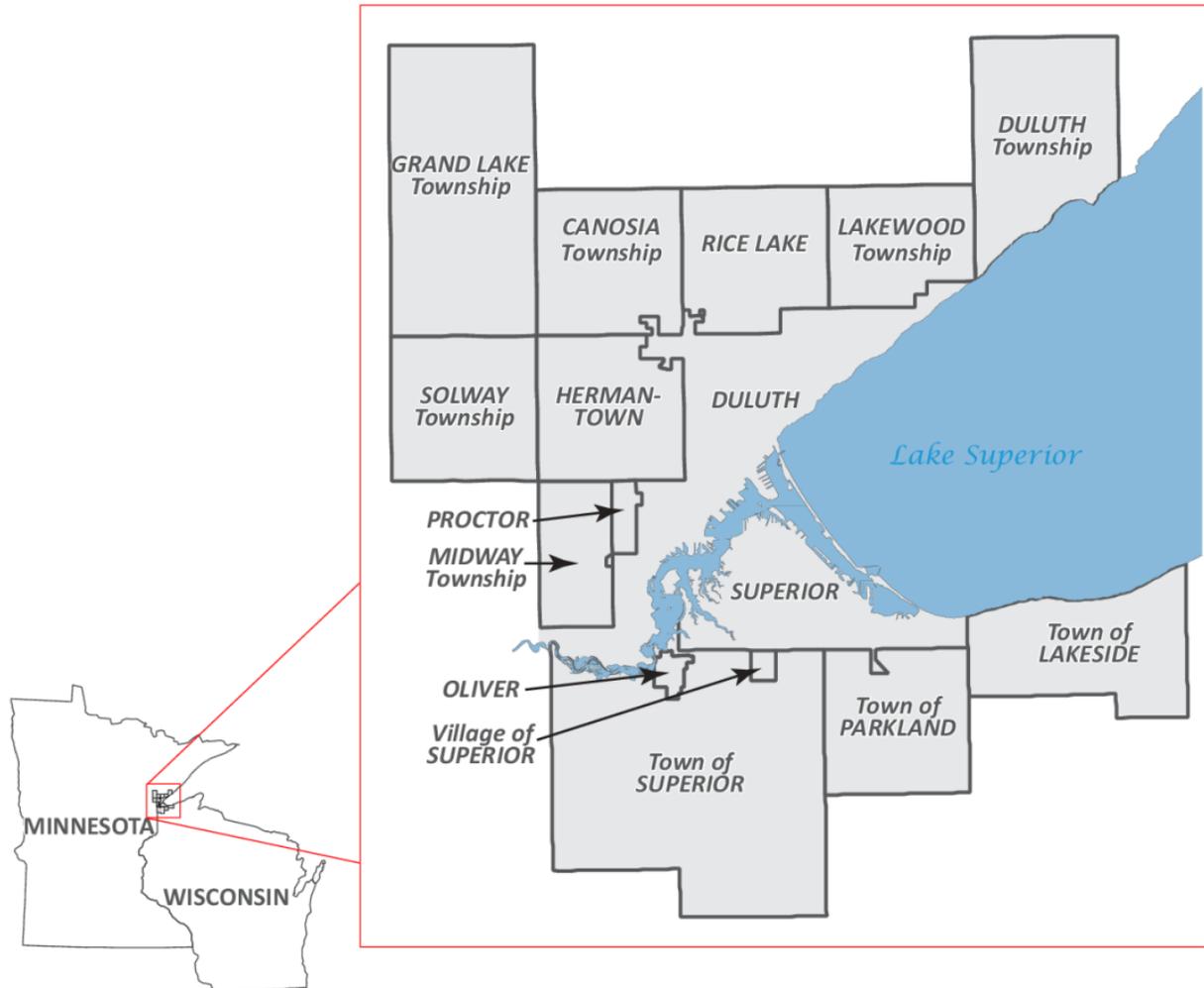
Planning Process

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

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

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

Map 1: Duluth-Superior Metropolitan Planning Area



Planning Factors

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

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

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

Transportation Improvement Program

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

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

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

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

The TIP and its Connection to the Long Range Transportation Plan

As stated above, the projects in the TIP originate from Sustainable Choices 2045, the Duluth-Superior Long Range Transportation Plan (LRTP). The LRTP contains a list of short-, mid-, and long-range transportation projects that are planned for the metropolitan area over the next twenty-five years. The LRTP, the Bicycle and Pedestrian Plans and the short-range studies all provide specific recommendations for project and future studies. The TIP sets funding to the recommendations from these plans and the MIC's Work Program sets the schedule for when recommended planning studies will move forward. The MIC's Public Involvement Plan sets the public engagement processes the MIC will follow while developing all MIC plans, studies and programs.

Federal Funding Sources

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

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

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

National Highway Performance Program (NHPP):

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

National Highway Freight Program (NHFP):

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

to the efficient movement of freight on the National Highway Freight Network (NHFN) and are consistent with the planning requirements of sections 134 and 135 of title 23, United States Code.

Surface Transportation Block Grant Program (STBG):

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

Highway Safety Improvement Program (HSIP):

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

Transportation Alternatives (TA):

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

Federal Transit Administration (FTA):

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

Early Let Late Award (ELLA)

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

of funding availability so that work can begin as soon as the next SFY begins. (Source – MnDOT STIP)

DEMO

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

Bridge Replacement Off-System (BROS)

State Funds (SF)

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

Bond Funds (BF)

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

Local Funds (LF):

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

Regional Significant Project Definition

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

A roadway project is generally considered Regionally Significant if it adds one or more travel lanes for over one mile or involves the addition or reconfiguration of an interchange such that a movement is added or eliminated, and would normally be included in the modeling of the MIC area’s transportation network and in the air quality conformity analysis for the LRTP and TIP and amendments to the LRTP and TIP. These facilities include all interstates, freeways, principal arterial highways, principal arterials, National Highway System (NHS), NHS intermodal connectors and all fixed guideway transit facilities that offer an alternative to regional highway travel. (*Approved by the MIC Policy Board 5/21/14*)

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

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

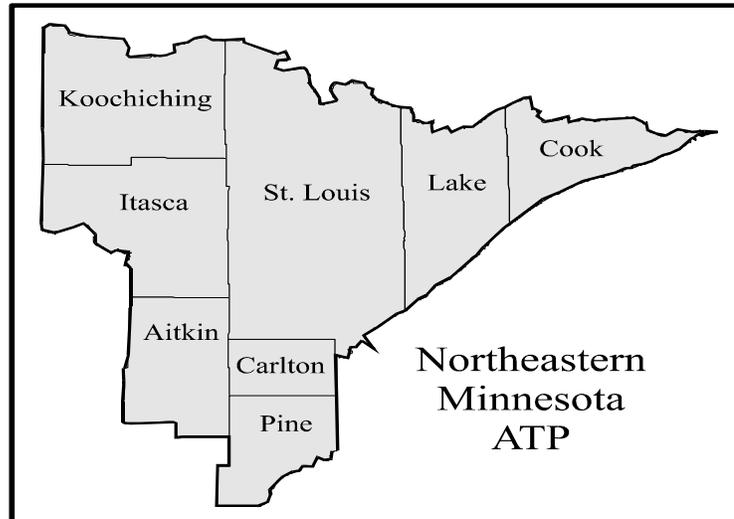
Northeast Minnesota Area Transportation Partnership

The State of Minnesota uses a mechanism called the Area Transportation Partnership (ATP) for distributing federal transportation funds throughout the state. The Duluth Metropolitan Area is served by the NE MN ATP, which is made up of transportation professionals and representatives from an eight-county area (Aitkin, Carlton, Cook, Itasca, Koochiching, Lake, Pine, Saint Louis) (Map 2). Like the MIC, the purpose of the NE MN ATP is to prioritize projects in the larger region for receiving federal funding. This priority list is combined with priority lists from other ATPs around the state that ultimately make up the STIP.

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

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

Map 2: Membership Counties of the NE MN ATP



Eligibility for Roadway and Transit Projects

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

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

Project Selection Process for the Duluth Area TIP

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

The TIP Project Selection process was approved by the MIC Policy Board in October 2020. Only eligible jurisdictions may apply. An eligible jurisdiction is a state agency, county, transit authority, regional rail authority, tribal government, or city with a population over 5,000 that is within the Duluth-Superior Metropolitan Interstate Council (MIC) planning area (see the map). Cities and townships with a population under 5,000 people may submit projects but need to be sponsored by an eligible jurisdiction.

Pre-Application Meeting

Each jurisdiction is requested to meet with MIC staff prior to selecting a project to move forward with an application for funding. In addition, all jurisdictions and agencies that will be requesting

funding that will need to be programmed in the TIP, will meet together with the other requesting organizations to ensure the project meets LRTP goals and objectives as well as regional priorities.

Project Evaluation and Prioritization

The MIC evaluates each application for consistency with the regional goals, objectives and associated project lists in the MIC’s Long Range Transportation Plan (LRTP), Sustainable Choices 2045, and how it will contribute to the area’s multimodal network as well as the MIC’s defined performance measures. The MIC will also gather public input on each of the proposed projects.

NOTE: When the project is complete, the jurisdiction will be asked to submit a status report verifying which modes, LRTP goals and objectives, and performance measures (PMs) and Transit Asset Management (TAM) targets were achieved in the project.

Projects funded through Transportation Alternatives

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

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

FY 2022-2025 TIP Projects

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

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

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

Route System – route designation or type of route.

Roadway Name – Common roadway name

Mile – Estimated length of the project

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

Project Description – Scope of project and its location.

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

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

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

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

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

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

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

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

Table 1: FY 2022

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$
6908-70	MnDOT	US 2	0	US 2 & CANOSIA RD (CSAH 98), INTERSECTION IMPROVEMENTS. CONSTRUCT LEFT TURN LANES. (ST. LOUIS COUNTY IS LEAD AGENCY)	SF	\$ -	\$ -	\$ -	\$ 700,000	\$ -	\$ 700,000
6932-14	MnDOT	MN 194	7.4	MN 194 - REPAVE HIGHWAY FROM HWY 2 TO HWY 53 AND CONSTRUCT ROUNDABOUT AT CSAH 13/MIDWAY RD. (TIED TO 6916-113)	STBGP	\$ 3,680,000	\$ -	\$ -	\$ 920,000	\$ 1,100,000	\$ 5,700,000
6981-9030 L	MnDOT	I-535	0.5	**SPP**: I-535, NB & SB BETWEEN DULUTH & SUPERIOR WISCONSIN OVER ST. LOUIS RIVER, BLATNIK BR# 9030, BRIDGE REHAB	NHPP	\$ 2,610,000	\$ -	\$ -	\$ 290,000	\$ 2,900,000	\$ 5,800,000
8821-336	MnDOT	MN 210	0	MNDOT D1/ST. LOUIS COUNTY BRIDGE BUNDLE PARTNERSHIP TO REPLACE 21 BRIDGES, INCLUDES MNDOT BRIDGES ALONG MN 210 #6290, 6292, 6293 & 6294. SLC IS LEAD(ASSOC 069-070-055)	FFM	\$ 1,065,200	\$ -	\$ -	\$ 266,300	\$ -	\$ 1,331,500
8821-336P	MnDOT	MN 210	0	MNDOT D1/ST. LOUIS COUNTY BRIDGE BUNDLE PARTNERSHIP TO REPLACE 21 BRIDGES, INCLUDES MNDOT BRIDGES ALONG MN 210 #6290, 6292, 6293 & 6294. SLC IS LEAD(ASSOC 069-070-055)	STBGP	\$ 774,800	\$ -	\$ -	\$ 193,700	\$ -	\$ 968,500
6916-113	MnDOT	US 53/MN 194/Lindahl Rd	0.4	US 53 CONSTRUCT REDUCED CONFLICT INTERSECTION JCT US53/MN194/LINDAHL RD(TIED TO 6932-14)	HSIP	\$ 675,000	\$ -	\$ -	\$ 75,000	\$ -	\$ 750,000
6982-324	MnDOT	I-35	0	I-35 IN DULUTH 0.2 MI. N. JCT LAKE AVE. REPAIR DRAINAGE SYSTEM UNDER LAKEWALK TO OUTLET AT LAKE SUPERIOR.	SF	\$ -	\$ -	\$ -	\$ 1,200,000	\$ -	\$ 1,200,000
6910-111	MnDOT	MN 23	0	IN DULUTH, HIGHWAY 23 BUILDING DEMOLITION IN THE MISSION CREEK AREA	SF	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ 150,000
6916-113N	MnDOT	US 53/MN 194/Lindahl Rd	0.4	US 53 CONSTRUCT REDUCED CONFLICT INTERSECTION JCT US53/MN194/LINDAHL RD(TIED TO 6932-14)	NHPP	\$ 920,000	\$ -	\$ -	\$ 230,000	\$ -	\$ 1,150,000
8821-332	MnDOT	NA	0	DISTRICTWIDE SIGNAL COMMUNICATION & PTZ CAMERAS	STBGP	\$ 324,000	\$ -	\$ -	\$ 81,000	\$ -	\$ 405,000
6982-343	MnDOT	I-35	1.1	IN DULUTH, I-35 FROM 5TH AVE W TO LAKE AVE, REPAIR DRAINAGE STRUCTURES	SF	\$ -	\$ -	\$ -	\$ 593,000	\$ -	\$ 593,000
Total						\$ 10,049,000	\$ -	\$ -	\$ 4,699,000	\$ 4,000,000	\$ 18,748,000
118-160-024	Duluth	MSAS 160 Arrowhead Rd	1.31	IN DULUTH, ARROWHEAD RD FROM DODGE AVE TO WOODLAND AVE, RESURFACE, PEDESTRIAN IMPROVEMENTS (ASSOC 069-609-047, 069-637-025)	STBGP	\$ 593,288	\$ -	\$ -	\$ -	\$ 331,712	\$ 925,000
Total						\$ 593,288	\$ -	\$ -	\$ -	\$ 331,712	\$ 925,000
069-070-043	St. Louis County	NA	0	ST LOUIS COUNTYWIDE SAFETY IMPROVEMENTS. 6" EDGELINES	HSIP	\$ 63,000	\$ -	\$ -	\$ -	\$ 7,000	\$ 70,000
069-637-025	St. Louis County	CSAH 37	0.01	IN DULUTH, CONSTRUCT ROUNDABOUT, JCT JEAN DULUTH RD (CSAH 37), SNIVELY RD (CSAH 37) TO GLENWOOD ST (ASSOC 069-609-047, 118-160-024)	STBGP	\$ 1,200,462	\$ -	\$ -	\$ -	\$ 647,114	\$ 1,847,576
069-609-047	St. Louis County	CSAH 9	1.56	IN DULUTH WOODLAND AVE (CSAH 9) RESURFACE ROAD FROM SNIVELY RD TO ARROWHEAD RD & JEAN DULUTH RD (CSAH 37) FROM WOODLAND AVE (CSAH 9) TO GLENWOOD ST. SIGNALS, TURN LANES (ASSOC 069-637-025, 118-160-024)	STBGP	\$ 886,250	\$ -	\$ -	\$ -	\$ 828,750	\$ 1,715,000
069-070-055	St. Louis County	MN 210	0.4	MNDOT D1/ST. LOUIS COUNTY BRIDGE BUNDLE PARTNERSHIP TO REPLACE BRIDGES AND BOX CULVERTS, INCLUDES MNDOT BRIDGES ALONG MN 210 #6290, 6292, 6293 & 6294. (ASSOC 8821-336)	FFM	\$ 8,146,800	\$ -	\$ -	\$ -	\$ 6,753,725	\$ 14,900,525
Total						\$ 10,296,512	\$ -	\$ -	\$ -	\$ 8,236,589	\$ 18,533,101
202-101-014	Hermantown	Ugstad Rd & Arrowhead Rd	0	IN HERMANTOWN, UGSTAD & ARROWHEAD ROAD INTERSECTION IMPROVEMENTS, MAPLE GROVE RD TO MILLER TRUNK HWY ON UGSTAD RD & W OF UGSTAD RD TO E OF UGSTAD RD ON ARROWHEAD RD (AC PROJECT PAYBACK 2024) (ASSOCIATED SP 202-104-012)	STBGP	\$ -	\$ 1,480,000	\$ -	\$ -	\$ 2,900,000	\$ 4,380,000
Total						\$ -	\$ 1,480,000	\$ -	\$ -	\$ 2,900,000	\$ 4,380,000

Table 2: FY 2023

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$
6910-102	MnDOT	MN 23	0.1	MN 23 IN DULUTH 0.1 MI. S. JCT CSAH 3 BECKS RD. US STEEL CREEK CULVERT REPAIR. (TIED 6910-103)	SF	\$ -	\$ -	\$ -	\$ 1,100,000	\$ -	\$ 1,100,000
6910-103	MnDOT	MN 23	0	MN 23 IN DULUTH 0.16 MI. S. SPRING ST. GOGEBIC CREEK CULVERT REPAIR. (TIED 6910-102)	SF	\$ -	\$ -	\$ -	\$ 1,250,000	\$ 450,000	\$ 1,700,000
6910-105	MnDOT	MN 23	2.4	MN 23 IN DULUTH FR.0.04 MI. E OF 5TH ST W.TO JCT MN 39 RECLAIM & MILL/OVERLAY	STBGP	\$ 1,680,000	\$ -	\$ -	\$ 420,000	\$ -	\$ 2,100,000
0980-162	MnDOT	I-35	14.42	I 35 NB & SB 0.5MI S. MN 210 TO 0.1 MI N CSAH 14, BOUNDARY AVE IN PROCTOR. CLEAR ZONE MAINTENANCE, TREE REMOVAL & BRUSHING.(ASSOC. 6982-341)	HSIP	\$ 810,000	\$ -	\$ -	\$ 90,000	\$ -	\$ 900,000
6908-61	MnDOT	US 2/MN 194	3.11	US HWY 2 FROM CR874 TO MN HWY 194, RESURFACE AND CONSTRUCT ROUNDABOUT AT INTERSECTIONS OF US 2/MN HWY 194 (ASSOC. 6907-51, 6932-16 & 069-646-002)	NHPP	\$ 3,158,000	\$ -	\$ -	\$ 995,750	\$ 490,000	\$ 4,643,750
6908-61S	MnDOT	US 2/MN 194	3.11	US HWY 2 FROM CR874 TO MN HWY 194, RESURFACE AND CONSTRUCT ROUNDABOUT AT INTERSECTIONS OF US 2/MN HWY 194 (ASSOC. 6907-51, 6932-16) (AC PAYBACK)	HSIP	\$ -	\$ 1,856,250	\$ -	\$ -	\$ -	\$ 1,856,250
6932-17	MnDOT	MN 194	0.6	MN 194 AT CANOSIA RD, CONSTRUCT LEFT TURN LANES	SF	\$ -	\$ -	\$ -	\$ 700,000	\$ -	\$ 700,000
69-00212	MnDOT	CSAH 45	0	DMIR RR, install gates and flashing lights at CSAH 45, N Cloquet Rd, Midway Twp, St Louis County	RRS	\$ 250,000	\$ -	\$ -	\$ -	\$ 25,000	\$ 275,000
069-070-055AC	MnDOT	MN 210	0	MNDOT D1/ST. LOUIS COUNTY BRIDGE BUNDLE PARTNERSHIP TO REPLACE 21 BRIDGES, INCLUDES MNDOT BRIDGES ALONG MN 210 #6290, 6292, 6293 & 6294. SLC IS LEAD(ASSOC 069-070-055)	BROS	\$ -	\$ -	\$ 2,024,550	\$ -	\$ -	\$ -
Total						\$ 5,898,000	\$ 1,856,250	\$ 2,024,550	\$ 4,555,750	\$ 965,000	\$ 13,275,000
118-126-022	Duluth	MSAS 126 3rd St	1.52	IN DULUTH, 3RD ST FROM 12TH AVE E TO MESABA AVE (MN 194) RESURFACING AND PED IMPROVEMENTS	STBGP	\$ 1,400,000	\$ -	\$ -	\$ -	\$ 350,000	\$ 1,750,000
118-090-026	Duluth	US BR 41	0	In Duluth, Cross City Trail (CCT) - Construct from Irving Park to Grand Ave (MN 23), 10-ft wide multi-use paved trail.	STBGP TAP	\$ 576,000	\$ -	\$ -	\$ -	\$ 144,000	\$ 720,000
Total						\$ 1,976,000	\$ -	\$ -	\$ -	\$ 494,000	\$ 2,470,000
069-070-055A	St. Louis County	MN 210	0.4	MNDOT D1/ST. LOUIS COUNTY BRIDGE BUNDLE PARTNERSHIP TO REPLACE BRIDGES AND BOX CULVERTS, INCLUDES MNDOT BRIDGES ALONG MN 210 #6290, 6292, 6293 & 6294. (ASSOC 8821-336)	BROS	\$ 400,000	\$ 2,024,550	\$ -	\$ -	\$ 606,138	\$ 3,030,688
069-070-048	St. Louis County	CSAH 29	0	CSAH 29 SINGLE T-CURVES AT 5 INTERSECTIONS AT CSAH 43 & 100	HSIP	\$ 446,400	\$ -	\$ -	\$ -	\$ 49,600	\$ 496,000
069-070-049	St. Louis County	Various Locations	0	ST LOUIS COUNTY WIDE - CENTERLINE RUMBLE STRIPS	HSIP	\$ 213,300	\$ -	\$ -	\$ -	\$ 25,000	\$ 238,300
069-070-050	St. Louis County	Various Locations	0	St Louis County wide chevrons at 27 curves	HSIP	\$ 122,400	\$ -	\$ -	\$ -	\$ 15,000	\$ 137,400
069-070-052	St. Louis County	CSAH 13	0.13	MIDWAY RD (CSAH 13) AT N CLOQUET RD (CSAH 45) TURN LANES (TIED TO 069-070-053, 069-070-057)	HSIP	\$ 300,000	\$ -	\$ -	\$ -	\$ 200,000	\$ 500,000
069-070-053	St. Louis County	CSAH 13	0.12	MIDWAY RD (CSAH 13) AT STARK RD (CSAH 11) TURN LANES	HSIP	\$ 300,000	\$ -	\$ -	\$ -	\$ 200,000	\$ 500,000
069-070-057	St. Louis County	CSAH 13	0.15	MIDWAY RD (CSAH 13) AND WEST ARROWHEAD RD CONSTRUCT LEFT TURN LANES (TIED 069-070-052, 069-070-053)	HSIP	\$ 400,000	\$ -	\$ -	\$ -	\$ 44,444	\$ 444,444
069-691-033	St. Louis County	Haines Rd		HAINES RD (HWY 91) RESURFACE FROM MORRIS THOMAS RD TO AIRPORT RD	STBGP	\$ 1,120,000	\$ -	\$ -	\$ -	\$ 954,556	\$ 2,074,556
069-691-033N	St. Louis County	Haines Rd		HAINES RD (HWY 91) RESURFACE FROM MORRIS THOMAS RD TO AIRPORT RD	NHPP	\$ -	\$ 415,444	\$ -	\$ -	\$ -	\$ 415,444
069-609-050	St. Louis County	CSAH 13	1.4	WOODLAND AVE RESURFACE (CSAH 9) - FROM SNIVELY RD (CSAH 37) TO ANOKA ST. MILL AND OVERLAY WITH CURB AND GUTTER REPLACEMENT. (AC	STBGP	\$ -	\$ 1,480,000	\$ -	\$ -	\$ 520,000	\$ 2,000,000
Total						\$ 3,302,100	\$ 3,919,994	\$ -	\$ -	\$ 2,614,738	\$ 9,836,832

Table 3: FY 2024

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$
6925-144	MnDOT	MN 61	4.6	IN DULUTH, HWY 61 NB & SB NORTH OF SUPERIOR ST TO MCQUADE RD (CR 33) RESURFACE ROADWAY (ASSOC TO 6926-54)	NHPP	\$ 2,240,000	\$ -	\$ -	\$ 560,000	\$ -	\$ 2,800,000
6982-336	MnDOT	I-35	1.6	IN DULUTH, I-35 NB & SB, CONCRETE PAVEMENT AND STORM SEWER REPAIR FROM 5TH AVE W TO S OF 21ST AVE EAST	NHPP	\$ 2,340,000	\$ -	\$ -	\$ 260,000	\$ -	\$ 2,600,000
6908-61SAC	MnDOT	US 2/MN 194	3.11	US HWY 2 FROM CR874 TO MN HWY 194, RESURFACE AND CONSTRUCT ROUNDABOUT AT INTERSECTIONS OF US 2/MN HWY 194 (ASSOC. 6907-51, 6932-16) (AC PAYBACK)	HSIP	\$ -	\$ -	\$ 1,856,250	\$ -	\$ -	\$ -
6908-66	MnDOT	US 2	0.1	US 2, W OF SOLWAY RD (CR 889). REPLACE BOX CULVERT BR.# 8017 WITH NEW BOX CULVERT#XXXX (TIED TO 6908-67)	NHPP	\$ 619,200	\$ -	\$ -	\$ 154,800	\$ -	\$ 774,000
6908-67	MnDOT	US 2	0.25/0.1	US 2, SE OF ST LOUIS RIVER RD. REPLACE BOX CULVERT AT KINGSBURY CREEK BR. 8016 WITH NEW BR#XXXXX & REPLACE BR#9280 OVER MIDWAY RIVER (TIED TO 6908-66)	NHPP	\$ 1,256,800	\$ -	\$ -	\$ 314,200	\$ -	\$ 1,571,000
6910-109	MnDOT	MN 23	2.9	IN DULUTH, HWY 23 RECONSTRUCT ROADWAY FROM ST LOUIS RIVER TO WEST OF W 5TH ST & CONSTRUCT NEW BRIDGE OVER MISSION CREEK.	STBGP	\$ 4,080,000	\$ -	\$ -	\$ 1,020,000	\$ -	\$ 5,100,000
6926-57	MnDOT	MN 61	0.1	TWO HARBORS EXPY (MN 61) AND HOMESTEAD RD (CSAH 42) REDUCED CONFLICT INTERSECTION AND CONSTRUCT LEFT TURN LANES AT ALSETH RD, SALAKKA RD, SHORT RD & SANNES RD (ASSOC TO 3804-63N, 6926-57N & 069-070-059) MnDOT IS LEAD	HSIP	\$ 650,000	\$ -	\$ -	\$ -	\$ 72,222	\$ 722,222
6982-342	MnDOT	I-35	1.2	IN DULUTH I-35 FROM LAKE AVE TO 26TH AVE E ADA IMPROVEMENTS.	NHPP	\$ 900,000	\$ -	\$ -	\$ 100,000	\$ -	\$ 1,000,000
3804-63N	MnDOT	MN 61	0.1	TWO HARBORS EXPY (MN 61) AND HOMESTEAD RD (CSAH 42) REDUCED CONFLICT INTERSECTION AND CONSTRUCT LEFT TURN LANES AT ALSETH RD, SALAKKA RD, SHORT RD & SANNES RD (ASSOC TO 6926-57, 6926-57N & 069-070-059) MnDOT IS LEAD	NHPP	\$ 120,000	\$ -	\$ -	\$ 30,000	\$ -	\$ 150,000
6926-57N	MnDOT	MN 61	0.1	TWO HARBORS EXPY (MN 61) AND HOMESTEAD RD (CSAH 42) REDUCED CONFLICT INTERSECTION AND CONSTRUCT LEFT TURN LANES AT ALSETH RD, SALAKKA RD, SHORT RD & SANNES RD (ASSOC TO 3804-63N, 6926-57 & 069-070-059) MnDOT IS LEAD	NHPP	\$ 644,445	\$ -	\$ -	\$ 161,111	\$ -	\$ 805,556
Total						\$ 12,850,445	\$ -	\$ 1,856,250	\$ 2,600,111	\$ 72,222	\$ 15,522,778
118-118-005	Duluth	MSAS 118	0.43	IN DULUTH, RAILROAD ST FROM 5TH AVE W. TO CANAL PARK DRIVE, RESURFACE AND PED IMPROVEMENTS	STBGP	\$ 1,480,000	\$ -	\$ -	\$ -	\$ 370,000	\$ 1,850,000
Total						\$ 1,480,000	\$ -	\$ -	\$ -	\$ 370,000	\$ 1,850,000
069-070-059	St. Louis County	MN 61	0.1	TWO HARBORS EXPY (MN 61) AND HOMESTEAD RD (CSAH 42) REDUCED CONFLICT INTERSECTION AND CONSTRUCT LEFT TURN LANES AT ALSETH RD, SALAKKA RD, SHORT RD & SANNES RD (ASSOC TO 3804-63N, 6926-57 & 6926-57N) MnDOT IS LEAD	HSIP	\$ 650,000	\$ -	\$ -	\$ -	\$ 72,222	\$ 722,222
069-070-062	St. Louis County	Various Locations	36.1	ST. LOUIS COUNTY WIDE - 6IN EDGE LINE STRIPING (ASSOC TO 069-070-065)	HSIP	\$ 298,000	\$ -	\$ -	\$ -	\$ 33,111	\$ 331,111
069-070-065	St. Louis County	Various Locations	33.6	ST. LOUIS COUNTY WIDE - 6IN EDGE LINE STRIPING (ASSOC TO 069-070-062)	HSIP	\$ 279,000	\$ -	\$ -	\$ -	\$ 31,000	\$ 310,000
069-691-033NAC	St. Louis County	Haines Rd	0	HAINES RD (HWY 91) RESURFACE FROM MORRIS THOMAS RD TO AIRPORT RD	NHPP	\$ -	\$ -	\$ 415,444	\$ -	\$ -	\$ -
Total						\$ 1,227,000	\$ -	\$ 415,444	\$ -	\$ 136,333	\$ 1,363,333
202-101-014 AC	Hermantown	Ugstad Rd & Arrowhead Rd	0	IN HERMANTOWN, UGSTAD & ARROWHEAD ROAD INTERSECTION IMPROVEMENTS, MAPLE GROVE RD TO MILLER TRUNK HWY ON UGSTAD RD & W OF UGSTAD RD TO E OF UGSTAD RD ON ARROWHEAD RD (AC PROJECT PAYBACK 2024) (ASSOCIATED SP 202-104-012)	STBGP	\$ -	\$ -	\$ 1,480,000	\$ -	\$ -	\$ -
Total						\$ -	\$ -	\$ 1,480,000	\$ -	\$ -	\$ -

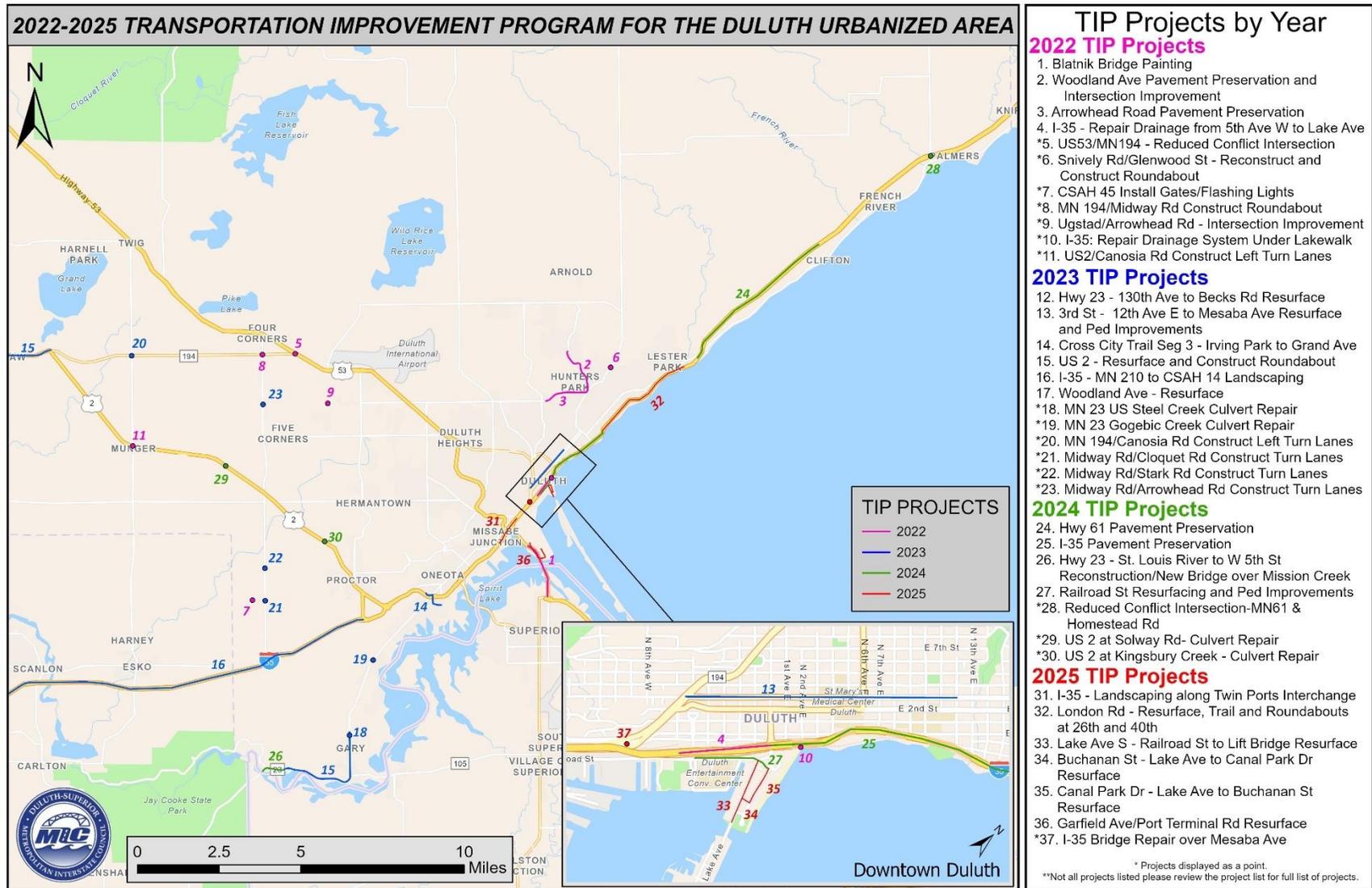
Table 4: FY 2025

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC *	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$
6982-346	MnDOT	I-35	1.31	IN DULUTH, ALONG I-35 FROM 27TH AVE W TO GARFIELD AVE, TWIN PORTS INTERCHANGE LANDSCAPE PROJECT	SF	\$ -	\$ -	\$ -	\$ 350,000	\$ -	\$ 350,000
6925-145	MnDOT	MN 61	3.4	IN DULUTH, LONDON RD (MN 61) FROM 26 AVE E. TO 60TH AVENUE EAST, RESURFACE, CONSTRUCT ROUNDABOUT AT 26TH & 40TH AVE E, TRAIL	NHPP	\$ 5,704,000	\$ -	\$ -	\$ 1,426,000	\$ 1,200,000	\$ 8,330,000
6982-348	MnDOT	I-35	0.1	IN DULUTH, I-35, REPAIR BRIDGES OVER MESABA AVE	SF	\$ -	\$ -	\$ -	\$ 7,500,000	\$ -	\$ 7,500,000
Total						\$ 5,704,000	\$ -	\$ -	\$ 9,276,000	\$ 1,200,000	\$ 16,180,000
118-140-035	Duluth	Lake Ave	0.37	IN DULUTH CANAL PARK AREA RECONDITIONING PROJECT –CONCRETE PAVEMENT REPAIRS LAKE AVE – RAILROAD ST TO LIFT BRIDGE.	STBGP	\$ 814,000	\$ -	\$ -	\$ -	\$ 616,000	\$ 1,430,000
118-206-001	Duluth	Buchanan St	0.05	IN DULUTH CANAL PARK AREA RECONDITIONING CONCRETE PAVEMENT REPAIRS – BUCHANAN ST – LAKE AVE TO CANAL PARK DR	STBGP	\$ 148,000	\$ -	\$ -	\$ -	\$ 112,000	\$ 260,000
118-207-001	Duluth	Canal Park Dr	0.21	IN DULUTH CANAL PARK AREA RECONDITIONING CONCRETE PAVEMENT REPAIRS –CANAL PARK DR – BUCHANAN ST TO RAILROAD STREET.	STBGP	\$ 518,000	\$ -	\$ -	\$ -	\$ 392,000	\$ 910,000
118-080-065	Duluth	Garfield Ave/Port Terminal Rd	0.3	IN DULUTH, GARFIELD AVE/PORT TERMINAL RD PAVEMENT REPLACE	NHPP	\$ 224,000	\$ -	\$ -	\$ -	\$ 56,000	\$ 280,000
Total						\$ 1,704,000	\$ -	\$ -	\$ -	\$ 1,176,000	\$ 2,880,000
069-609-050AC	St. Louis County	CSAH 9	1.4	WOODLAND AVE RESURFACE (CSAH 9) - FROM SNIVELY RD (CSAH 37) TO ANOKA ST. MILL AND OVERLAY WITH CURB AND GUTTER REPLACEMENT. (AC PAYBACK 1 of 1)	STBGP	\$ -	\$ -	\$ 1,480,000	\$ -	\$ -	\$ -
Total						\$ -	\$ -	\$ 1,480,000	\$ -	\$ -	\$ -

Table 5: 2022-2025 Transit Projects

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$	Year
TRF-0016-22A	DTA	Transit	0	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -	\$ -	\$ -	\$ -	\$ 1,070,475	\$ 1,070,475	2022
TRF-0016-22B	DTA	Transit	0	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	FTA	\$ 1,163,804	\$ -	\$ -	\$ -	\$ 16,761,361	\$ 17,925,165	2022
TRF-0016-22D	DTA	Transit	0	SECT 5339: DULUTH TRANSIT AUTHORITY; DTA OPERATIONS CENTER ELECTRICAL SYSTEM UPGRADES	FTA	\$ 52,000	\$ -	\$ -	\$ -	\$ 13,000	\$ 65,000	2022
TRF-0016-22F	DTA	Transit	0	SECT 5339: DULUTH TRANSIT AUTHORITY; UPGRADE TRANSITMASTER/TRAPEZE SUITE	FTA	\$ 111,200	\$ -	\$ -	\$ -	\$ 27,800	\$ 139,000	2022
TRF-0016-22G	DTA	Transit	0	SECT 5307: Duluth Transit Authority; ITS	FTA	\$ 240,000	\$ -	\$ -	\$ -	\$ 60,000	\$ 300,000	2022
TRF-0016-22H	DTA	Transit	0	SECT 5339: DULUTH TRANSIT AUTHORITY; PROCURE AND INSTALL PASSENGER AMENITIES. VARIOUS LOCATIONS	FTA	\$ 240,000	\$ -	\$ -	\$ -	\$ 60,000	\$ 300,000	2022
TRS-0016-22I	DTA	Transit	0	SECT 5307: DULUTH TRANSIT AUTHORITY; PAVEMENT AND CONCRETE WORK	FTA	\$ 232,000	\$ -	\$ -	\$ -	\$ 58,000	\$ 290,000	2022
TRS-0016-22J	DTA	Transit	0	SECT 5307: Duluth Transit Authority Facilities Improvements	FTA	\$ 720,000	\$ -	\$ -	\$ -	\$ 180,000	\$ 900,000	2022
TRF-0016-22K	DTA	Transit	0	SECT 5339: DULUTH TRANSIT AUTHORITY; PASSENGER AMENITIES - TRANSFER FACILITY DULUTH/HERMANTOWN MN	FTA	\$ 400,000	\$ -	\$ -	\$ -	\$ 100,000	\$ 500,000	2022
TRF-0016-22L	DTA	Transit	0	SECT 5339: DULUTH TRANSIT AUTHORITY; TRANSIT SIGNAL PROGRAMMING (TSP)	FTA	\$ 55,600	\$ -	\$ -	\$ -	\$ 13,900	\$ 69,500	2022
TRF-0016-22M	DTA	Transit	0	SECT 5339: DULUTH TRANSIT AUTHORITY; FAT TIRE BIKE RACK	FTA	\$ 32,000	\$ -	\$ -	\$ -	\$ 8,000	\$ 40,000	2022
TRS-0016-22T	DTA	Transit	0	DULUTH TRANSIT AUTHORITY; PURCHASE FIVE (5) CLASS 700 DIESEL REPLACEMENT BUSES	STBGP	\$ 2,184,000	\$ -	\$ -	\$ 273,000	\$ 273,000	\$ 2,730,000	2022
TRF-9069-23	ARDC	Transit	0	SECT 5310: ARROWHEAD REGIONAL DEVELOPMENT COMMISSION MOBILITY MANAGEMENT 7/1/2023 - 6/30/2025	FTA	\$ 52,080	\$ -	\$ -	\$ -	\$ 13,020	\$ 65,100	2023
TRF-0016-23	DTA	Transit	0	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	FTA	\$ 1,198,718	\$ -	\$ -	\$ -	\$ 17,264,202	\$ 18,462,920	2023
TRF-0016-23A	DTA	Transit	0	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -	\$ -	\$ -	\$ -	\$ 1,123,999	\$ 1,123,999	2023
TRF-0016-23B	DTA	Transit	0	SECT 5339: DULUTH TRANSIT AUTHORITY; OPERATION CENTER BUS BARN AND MAINTENANCE FLOOR REHAB.	FTA	\$ 320,000	\$ -	\$ -	\$ -	\$ 80,000	\$ 400,000	2023
TRF-0016-23C	DTA	Transit	0	SECT 5339: DULUTH TRANSIT AUTHORITY; DTA OPERATIONS CENTER EXTERIOR PAINTING.	FTA	\$ 191,200	\$ -	\$ -	\$ -	\$ 47,800	\$ 239,000	2023
TRF-0016-23E	DTA	Transit	0	SECT 5307: DULUTH CAPITAL TECHNOLOGY UPDATES.	FTA	\$ 200,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 250,000	2023
TRF-0016-23G	DTA	Transit	0	SECT 5339: DULUTH TRANSIT AUTHORITY; PROCURE AND INSTALL PASSENGER AMENITIES.	FTA	\$ 160,000	\$ -	\$ -	\$ -	\$ 40,000	\$ 200,000	2023
TRF-0016-23H	DTA	Transit	0	SECT 5307: Duluth Transit Authority - Facility Capital	FTA	\$ 800,000	\$ -	\$ -	\$ -	\$ 200,000	\$ 1,000,000	2023
TRF-0016-23I	DTA	Transit	0	SECT 5307: Duluth Capital Bus Support	FTA	\$ 200,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 250,000	2023
TRF-0016-23J	DTA	Transit	0	SECT 5339: DULUTH TRANSIT AUTHORITY; DTA OPERATIONS CENTER MAINTENANCE AND PARTS ROOM STORAGE RACKS	FTA	\$ 16,000	\$ -	\$ -	\$ -	\$ 4,000	\$ 20,000	2023
TRS-0016-23TA	DTA	Transit	0	DULUTH TRANSIT AUTHORITY; PURCHASE NINE (9) CLASS 700 REPLACEMENT BUSES	STBGP	\$ 4,046,400	\$ -	\$ -	\$ 505,800	\$ 505,800	\$ 5,058,000	2023
TRF-0016-24A	DTA	Transit	0	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	FTA	\$ 1,234,680	\$ -	\$ -	\$ -	\$ 17,782,128	\$ 19,016,808	2024
TRF-0016-24B	DTA	Transit	0	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -	\$ -	\$ -	\$ -	\$ 1,180,199	\$ 1,180,199	2024
TRF-0016-24C	DTA	Transit	0	SECT 5307: DULUTH CAPITAL BUS SUPPORT EQUIPMENT/FACILITY REHABILITATION	FTA	\$ 640,000	\$ -	\$ -	\$ -	\$ 160,000	\$ 800,000	2024
TRF-0016-24D	DTA	Transit	0	SECT 5307: DULUTH CAPITAL BUS STOP/STATION/TERMINAL UPDATES	FTA	\$ 320,000	\$ -	\$ -	\$ -	\$ 80,000	\$ 400,000	2024
TRF-0016-24E	DTA	Transit	0	SECT 5307: DULUTH CAPITAL TECHNOLOGY UPDATES	FTA	\$ 260,000	\$ -	\$ -	\$ -	\$ 65,000	\$ 325,000	2024
TRS-0016-24A	DTA	Transit	0	DULUTH TRANSIT AUTHORITY; PURCHASE THREE (3) CLASS 200 GAS BUSES	STBGP	\$ 91,200	\$ -	\$ -	\$ 11,400	\$ 11,400	\$ 114,000	2024
TRS-0016-24B	DTA	Transit	0	DULUTH TRANSIT AUTHORITY; PURCHASE THREE (3) CLASS 300 GAS BUSES	STBGP	\$ 211,200	\$ -	\$ -	\$ 26,400	\$ 26,400	\$ 264,000	2024
TRS-0016-24C	DTA	Transit	0	DULUTH TRANSIT AUTHORITY; PURCHASE ONE (1) CLASS 400 REPLACEMENT BUS	STBGP	\$ 83,200	\$ -	\$ -	\$ 10,400	\$ 10,400	\$ 104,000	2024
TRS-0016-24D	DTA	Transit	0	DULUTH TRANSIT AUTHORITY; PURCHASE ONE (1) CLASS 700 REPLACEMENT BUS	STBGP	\$ 463,200	\$ -	\$ -	\$ 57,900	\$ 57,900	\$ 579,000	2024
TRS-0016-25A	DTA	Transit	0	DULUTH TRANSIT AUTHORITY; PURCHASE FIVE (5) CLASS 400 REPLACEMENT BUSES	STBGP	\$ 428,000	\$ -	\$ -	\$ 53,500	\$ 53,500	\$ 535,000	2025
TRF-0016-25A	DTA	Transit	0	SECT 5339: DULUTH TRANSIT AUTHORITY; BUS STOP IMPROVEMENTS	FTA	\$ 200,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 250,000	2025
TRF-0016-25B	DTA	Transit	0	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	FTA	\$ 1,271,720	\$ -	\$ -	\$ -	\$ 18,315,592	\$ 19,587,312	2025
TRF-0016-25C	DTA	Transit	0	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -	\$ -	\$ -	\$ -	\$ 1,239,209	\$ 1,239,209	2025
TRF-0016-25D	DTA	Transit	0	SECT 5307: DULUTH: DTA TRANSPORTATION EAST FACILITY REHABILITATION	FTA	\$ 1,240,000	\$ -	\$ -	\$ -	\$ 310,000	\$ 1,550,000	2025
Total						\$ 19,058,202	\$ -	\$ -	\$ 938,400	\$ 77,346,085	\$ 97,342,687	

Map 3: Location of 2022-2025 TIP Projects



Performance Measures and Asset Management

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

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

23 USC 150: National Performance Measure Goals

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

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

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

MIC Adopted (Minnesota) Targets for Performance Measures (PM)

PM 1: Safety - Highway Safety Improvement Program Performance

For the Minnesota portion of the MIC area, the annually adopted Highway Safety Improvement Program (HSIP) Performance Measure Targets for 2020 are as follows:

2020 Targets for Safety Performance	
Measure	2020 Target
Number of Traffic Fatalities	375.4
Rate of Traffic Fatalities	0.626 per 100 million VMT (<i>Vehicle Miles Traveled</i>)
Number of Serious Injuries	1,714.2
Rate of Serious Injuries	2.854/100 Million VMT (<i>Vehicle Miles Traveled</i>)
Number of Non-Motorized Fatalities & Serious Injuries	317.0

PM 2: Infrastructure - NHS Pavement and Bridge Condition

For the Minnesota portion of the MIC area, the adopted National Highway System (NHS) targets for Pavement and Bridge Condition Performance are as follows:

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

PM 3: System Performance- NHS Performance and Freight Movement on the Interstate System

For the Minnesota portion of the MIC area, the adopted National Highway System (NHS) targets for Performance and Freight Movement on the Interstate System Targets are as follows:

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

Transit Asset Management

The adopted Transit Asset Management Targets are as follows:

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

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

Performance-Based Planning and Programming Processes

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

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

dsmic.org/planning/long-range/.

The MIC’s Transportation Improvement Program (TIP) project solicitation and projects within the TIP will work in meeting the adopted performance-based measures. The TIP project selection process has established TIP project scoring criteria that awards points to projects that incorporate the MIC’s LRTP and other planning studies. In recent years, the MIC has not scored projects due to smaller federal funding amounts and lack of competition between projects. The MIC revamped the TIP solicitation and scoring process in 2020, to coincide with the newly updated LRTP – Sustainable Choices 2045. MIC performance-based planning information can be found at <http://dsmic.org/study/performance-measures/>.

Anticipated Effect of Transportation Investments on Performance Measures

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

PM 1 – Highway Safety Improvement Program Performance

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

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

Key projects positively contributing to safety include:

- St. Louis County and MnDOT were awarded HSIP funding for projects that will be improving safety through countdown pedestrian timers, striping, pavement markings, and intersection improvements.
- A roundabout at Glenwood/Snively/Jean Duluth Road is scheduled for 2022 and is anticipated to have a significantly safety improvement for motorists at intersections. However, data has been inconclusive about safety impacts for pedestrians and bicyclists.

PM 2 – NHS Pavement and Bridge Condition

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

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

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

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

Transit Asset Management (TAM) Targets

The Duluth Area TIP transit projects are anticipated to contribute positively to the TAM targets. In order to meet targets, the DTA plans to replace regular route buses and paratransit vehicles. They also have “preventative maintenance” budgeted for every year to maintain their current fleet. All four years in the TIP, the DTA has projects that will improve technology.

Public Transportation Agency Safety Plan (PTASP) Targets

The Duluth 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.

Community Impact Assessment

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

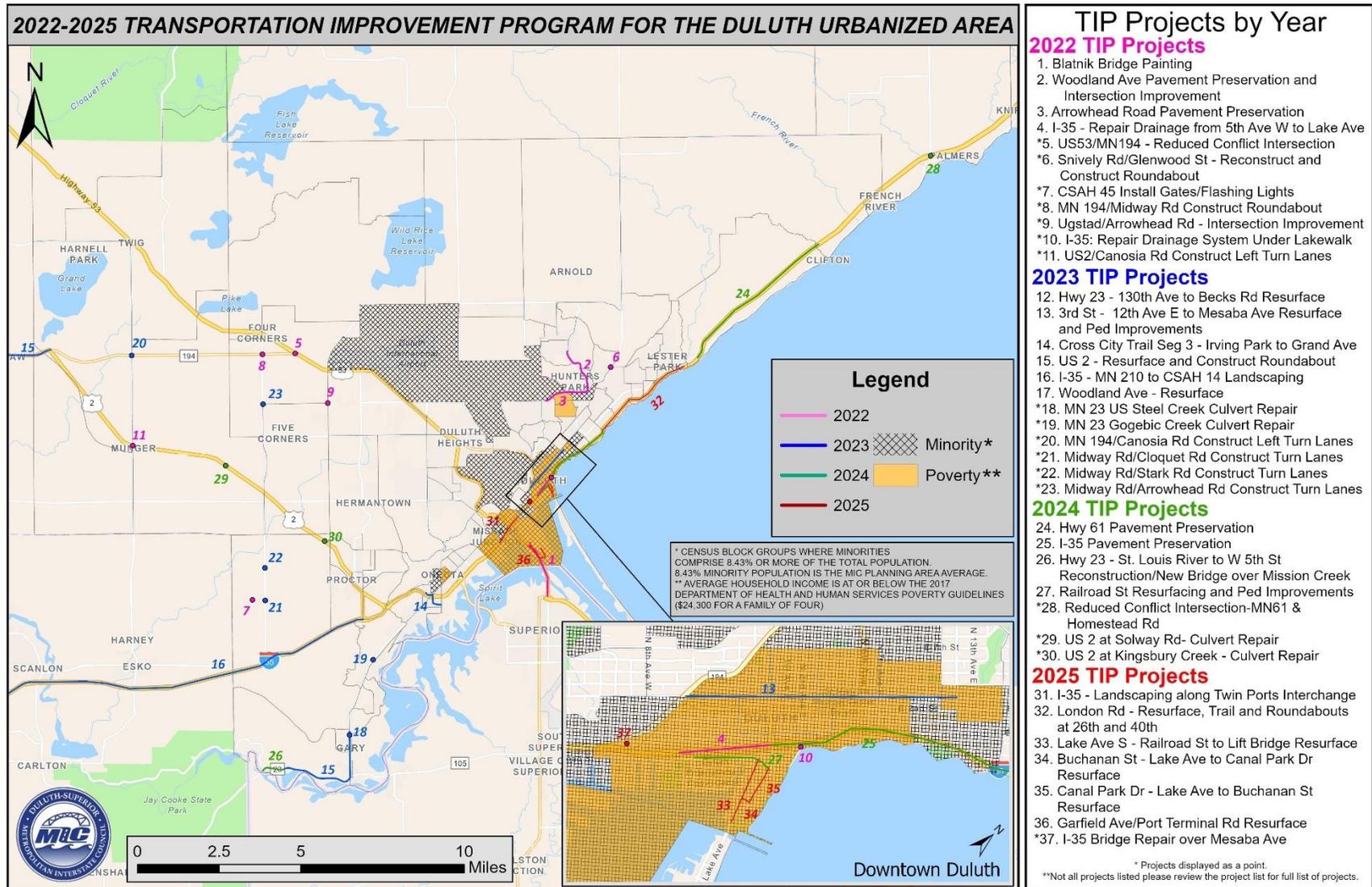
- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making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

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

A community impact assessment highlights those transportation projects that could potentially have a negative impact on neighborhoods with larger populations of minority or low income residents. Map 4 identifies the high-concentration areas of minority and low-income populations in the Duluth area and shows their location relative to the projects that are listed in this TIP. While, the vast majority of projects that are at least partially located in these areas, most of which are basic resurfacing, infrastructure rehabilitation projects, safety, or ITS projects that will have no significant alterations beyond the existing road widths and are expected to benefit those areas.

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

Map 4: Project Locations and Concentrations of Minority and Poverty Populations



Chapter 6

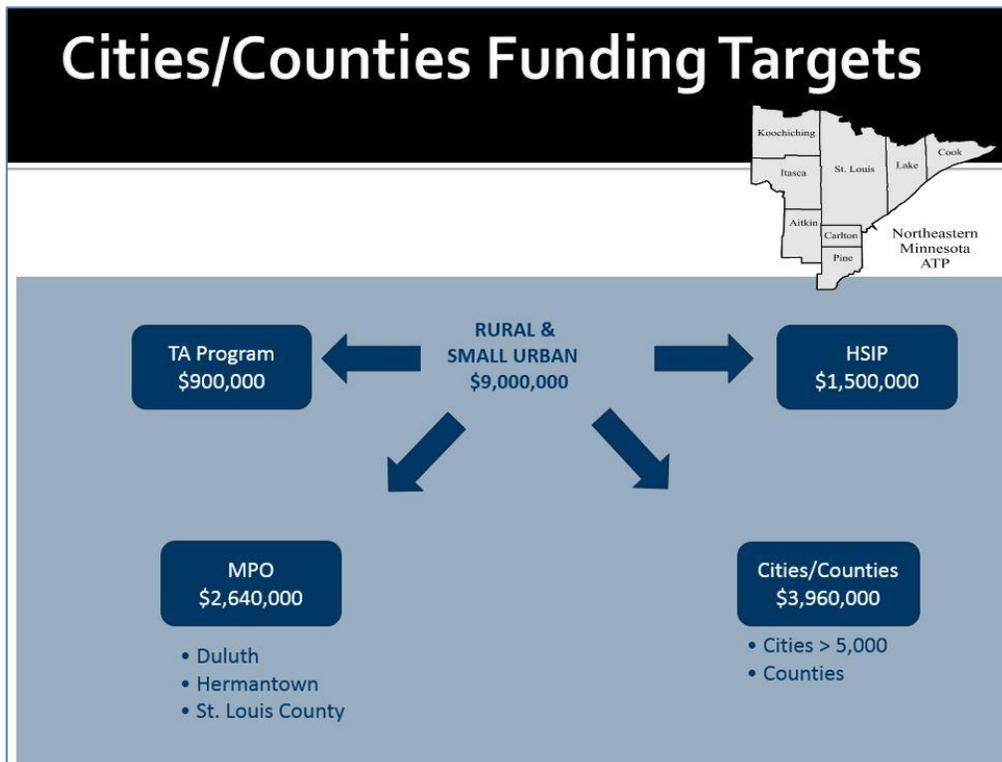
Financial Plan

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

Federal Funding Levels

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

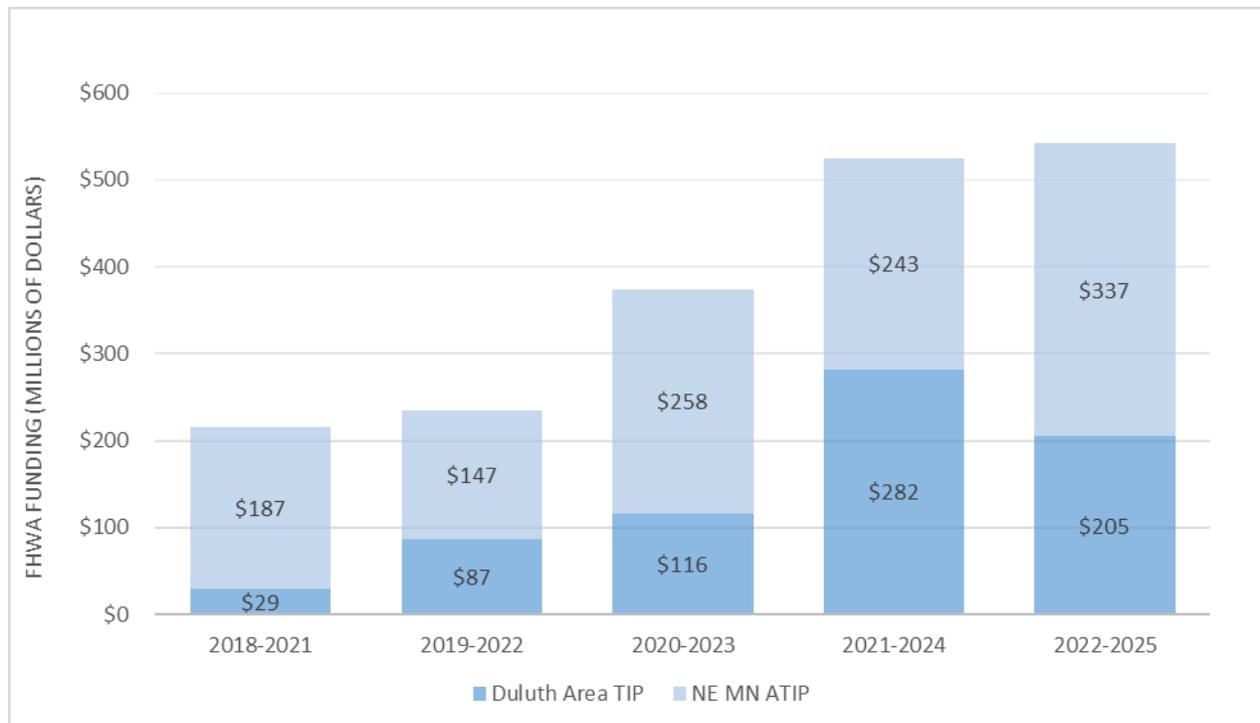
Figure 2: Annual Funding Target – MIC & NE MN ATP



Trends in Federal Transportation Funding

Figure 3 below compares the levels of federal funding being programmed in the Duluth Area TIP and the NE MN ATIP with the TIP and ATIPs of the last 5 years for all FHWA funding. Federal funding for the region is significantly higher in this year’s TIP due to the Twin Ports Interchange reconstruction of all the bridges in the I-35, I-535 and US Hwy 53 interchange, which has nearly \$50 million of federal NHPP funds for this project.

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



Financial Plan: Roadway Investments

Figure 4 represents the Duluth Area’s financial plan for funding the roadway projects being programmed in the Duluth Area TIP. It identifies individual funding sources as specified by each of the jurisdictions to be expected and available during the next four years.

Assessment of Fiscal Constraint

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

Figure 5 provides expected annual average revenue levels for the Duluth Area jurisdictions based on the expenditures of recent years. The O&M column represent all roadway expenditures short of any major rehabilitation (including seal coating, street lighting, snow removal, etc.), while Capital Outlay represents expenditures related to the rehabilitation or construction of roads.

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

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

Jurisdiction	2022		2023		2024		2025		Annual Avg	
	O&M	Capital Outlay								
MnDOT Dist 1*	23.1	12.7	24.5	13.5	26.2	14.00	28.1	14.9	\$25.48	\$13.78
St. Louis County*	35.9	43.6	35.2	46.4	36.0	43.3	35.1	44.0	\$35.55	\$44.33
City of Duluth	11.6	0	11.9	6.9	12.6	8.8	13.2	16.3	\$12.33	\$8.00
City of Hermantown	0.6	0	0.7	0	0.7	0	0.8	0	\$0.70	\$0.00
TOTAL	\$71.20	\$56.30	\$72.30	\$66.80	\$75.50	\$66.10	\$77.20	\$75.20	\$74.05	\$66.10

Source: Minnesota Office of State Auditor Summary Budget Data; MnDOT District 1

* Jurisdiction area is beyond the MPO boundary

Figure 5: Total Project Costs: Duluth Area TIP

ATP Annual Funding Targets							
Total Project Costs: 2022-2025 Duluth Area TIP							
Jurisdiction	2022	2023	2024	2025	EXPENSES 2022-2025 TIP (4-year total)	REVENUES	
						Avg. Expend. (in millions)	
						(4 years)	
						O&M	Capital Outlay
MnDOT Dist 1*	\$ 15,291,200	\$ 13,000,000	\$ 15,522,778	\$ 16,130,000	\$ 59,943,978	\$ 102	\$ 55
St. Louis County*	\$ 6,958,800	\$ 14,516,144	\$ 1,363,333	\$ -	\$ 22,838,277	\$ 142	\$ 177
City of Duluth	\$ 925,000	\$ 2,470,000	\$ 1,850,000	\$ 910,000	\$ 6,155,000	\$ 49	\$ 32
City of Hermantown	\$ 3,430,000	\$ -	\$ -	\$ -	\$ 3,430,000	\$ 3	\$ -
TOTAL	\$ 26,605,000	\$ 29,986,144	\$ 18,736,111	\$ 17,040,000	\$ 92,367,255	\$ 296	\$ 264

Financial Plan: Transit Investments

Figure 6 represents the Duluth area's financial plan for funding the transit projects listed in the Duluth Area TIP. The table identifies specific sources of funding that the DTA has determined to be reasonably expected and available during the next four years.

Figure 6: Transit Funding Plan: Duluth Area TIP

Source	2022	2023	2024	2025	4 Yr Total
FTA	3,246,604	3,085,918	2,454,680	2,711,720	11,498,922
FHWA	2,184,000	4,046,400	848,800	428,000	7,507,200
Federal Total	5,430,604	7,132,318	3,303,480	3,139,720	19,006,122
Other (State & Local)	18,625,536	19,365,801	19,373,427	19,968,301	77,333,065
Total	24,329,140	27,003,919	22,783,007	23,161,521	97,277,587

Assessment of Fiscal Constraint

The MIC has assessed the ability of the DTA to meet their financial commitments with regards to the transit investments being programmed in the TIP while also continuing to fund their ongoing O&M. The costs of these investments have been adjusted to reflect an inflation rate of 2.1% per year.

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

Figure 7 shows the DTA’s average annual funding levels based on historical expenditures. The DTA’s programmed investments for years 2022-2025 are expected to be higher than historic spending due to commitments from MnDOT. The increase is mainly in the operations and maintenance category.

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

Source	2022	2023	2024	2025	EXPENSES	REVENUES
					4 Yr Total	Avg. Expend. (4 years)
Operations & Maintenance	\$ 18,909,045	\$ 19,497,726	\$ 20,105,138	\$ 20,730,408	\$ 79,242,317	\$19,810,579
Capital Outlay	\$2,603,500	\$2,359,000	\$1,525,000	\$1,800,000	\$8,287,500	\$2,071,875
Bus Purchases	\$2,730,000	\$5,058,000	\$1,061,000	\$0	\$8,849,000	\$2,212,250
TOTAL	\$24,242,545	\$26,914,726	\$22,691,138	\$22,530,408	\$96,378,817	\$24,094,704

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Public Involvement

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

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

Duluth Area TIP Public Participation Summary

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

Figure 8: Public Engagement Strategy and Implementation

TIP Public Engagement Strategy: Identified Strategy Actions and Dates	Implementation Status
<u>November 2020</u>	
1. Commencement of TIP cycle	1.a Completed as planned.
a) Conduct initial communications and update TIP engagement strategy.	
<u>December 2020 - March 2021</u>	
2. Project solicitation	1.b Completed as planned.
a) Announce start of project selection process at December TAC, MIC and DTA meetings; explain application materials/process (introduce project timeline).	2.a Completed as planned.
b) Publish jurisdictions' project applications up on the MIC website.	
c) Send notice to MIC mailing list contacts.	2.b Completed as planned.
d) Posted informational display in Downtown Skywalk that includes photos and map of project locations.	2.c, 2.d Completed . Due to COVID 19 Pandemic, all information was posted only virtually, on the MIC website.

(Figure 8 Continued)

3. Project Selection Process

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

April 2021 - June 2021

4. Drafting/Releasing the TIP

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

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

4.a **Completed.**

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

4.c and 4.d **Completed.** Following TAC and MIC approval, the draft was posted on the MIC’s website. A legal notice of the official review period will be published in the Duluth News Tribune.

4.e and f **Completed.** A MIC will author an article and send it out to local news sites discussing the TIP and advertising a series of virtual public information sessions will be held in July.

4.g **Completed.** Draft document will be e-mailed to contacts at MnDOT, FHWA and FTA for their review and consultation.

4.h **Completed.** Staff reported on public comments received during development of the TIP.

4.j, **Completed.** Final TIP is planned to be presented for approval at the MIC Policy Board at the August 18, 2021 meeting.

Public Comments Received

In March 2021, a TIP public engagement session was conducted for the new projects that were being submitted to the TIP for federal funding in FY 2025.

The MIC received at the March public engagement sessions which can be read in the public comment log found on the following pages. Comments from previous TIP documents and outreach efforts were also included as they are still relevant to projects listed in this TIP.

Figure 9: Comments Received Through TIP Public Outreach Efforts

CANAL PARK PROJECT:

- Pedestrian crossing improvements are needed between Buchanan and Railroad St on both Lake Ave and Canal Park Drive.
- "traffic signal repairs" - please use a pedestrian scramble at the intersection of Lake Ave and Buchanan. This is such a busy pedestrian intersection and left turn arrows really complicate things. If you have to cross both streets it takes forever.
- With re-striping brings the opportunity to add safe bikeways. This is not included here. Please include safe bike lanes in this project.
- How is the City taking into consideration the results and conclusions of the pilot traffic reconfiguration(s) that were part of Imagine Canal Park?
- Consider replacing the traffic light with a round-about at the intersection of Lake Ave (from Downtown), Canal Park and Railroad Street. This would smooth traffic flow and reduce confusion and act as a traffic calming device while facilitating the traffic flow. (Attention to pedestrian crossing would be necessary to meet safety and flow issues.)
- Consider a second round-about at Lake and Railroad where the traffic down Railroad would not enter the round-about but continue down Railroad to the DECC event area. Smooths flow and reduces confusion in making the turn to stay on Lake Avenue to the bridge or Downtown.
- Create a low-speed oneway street on Canal Park Drive from Buchanan Street to the Railroad Street intersection (hopefully a round-about).
- Create a separated bike route in the Canal Park Drive ROW.
- Create a pedestrian zone in the non-bike route Canal Park ROW from Canal Park cul-de-sac to Railroad avenue. (Pedestrian zone would allow local delivery vehicles access at walking speed).
- Buchanan would become a oneway street to feed traffic onto Canal Park.
- Morse Street should also be a pedestrian zone with a bike route from the bridge ridge and local delivery traffic only

WOODLAND AVE PROJECT

- Bike lanes are needed, and due to the traffic speed and nature of the street design and function, standard painted lanes will not suffice. Please create a buffered or separated bike lane, using delineator posts or other barriers from traffic.
 - Narrow the travel lanes to slow down traffic.
 - Strongly encourage the County and City to support a transition from the current four-lanes to three with the center vehicle lane striped for left-hand turns. This will help traffic from backing up in a travel lane and provide ROW for bike travel lanes. (Requirement 3) Create a “standing area” in Center Turn lane for Bikes making left turns at intersections. (Requirement 3 and 4)
 - Use the ROW to establish bike lanes in both directions and consider separating the lane from vehicles with a formal visible boundary. (Requirement 4) Bike lanes would be properly marked and signed in accordance with existing or planned bike transportation networks.
 - Make a more significant infrastructure change to create proper drainage, control stormwater/snow storage-and-release and preserve the water quality of Tischer Creek and Lake Superior. (Requirement 1 and 4 for safer lanes without standing water and debris.)
 - Create permanent transit stops/shelters with sufficiently sized bus pull-offs that do not block bike or vehicle travel lanes and provides a safe all weather location to wait and store bikes. (Requirement 5) There are at least 21 designated bus stops along this section. Some consolidation might be possible with improved sidewalks and other improvements. Design could incorporate transit infrastructure when improving drainage/storage to protect watershed and pavement.
 - Additional considerations:
 - Suggest traffic calming design changes that will help keep vehicle speed appropriate to the neighborhood, and bike and pedestrian mobility while facilitating even flow.
 - Creating a round-about at the Snively and Anoka intersections and potentially at Oxford Street and the entrances to Hartley Park. (Requirements 2,3 and 4) The round-about could also support water storage/release (Requirement 1)
 - Establish visible protected crossings at intersections where schools, parks, sports fields, or retail establishments could create additional foot and bike traffic over the life of improvements.
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Chapter 8

Monitoring Progress

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

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

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

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

Table 6: FY 2021 Projects Status Report

Project Number	Agency	Route System	Mile	Work Type	Project Description	Proposed Fund	Fed \$ (Non-AC)	Fed AC	Fed AC Payback	State TH and/or Bond	Other	Project Total	Year
088-070-067	St. Louis County	NA	NA	Traffic control device/safety/stripping	MULTI-COUNTY VARIOUS LOCATIONS. INSTALL 6 INCH WET REFLECTIVE EDGELINE STRIPING. (ASSOC 009-070-008, 031-070-008, 069-070-041)	HSIP	\$ 700,000	\$ -	\$ -	\$ -	\$ 78,000	\$ 778,000	2021
069-070-055PE21	St. Louis County	NA	NA	Bridge Replacement	MNDOT D1/ST. LOUIS COUNTY BRIDGE BUNDLE PARTNERSHIP TO REPLACE 21 BRIDGES, INCLUDES MNDOT BRIDGES ALONG MN 210 #6290, 6292, 6293 & 6294. SLC IS LEAD(ASSOC PRELIMINARY ENGINEERING (8821-336)	FFM	\$ 1,040,000	\$ -	\$ -	\$ -	\$ 260,000	\$ 1,300,000	2021
069-656-018	St. Louis County	CSAH 56	4.7	Pavement resurface and rehabilitation; Bituminous Reclamation	CSAH 56 Morris Thomas rd In Hermantown at Jct us 2 to Haines rd. bituminous resurfacing culverts	STBGP 5K-200K	\$ 1,360,000	\$ -	\$ -	\$ -	\$ 1,290,000	\$ 2,650,000	2021
69-00207	MnDOT	MSAS 166	NA	RR X-ing Improvements	NSSR RR, install gates and flashing lights at MSAS 166, N 40th Ave, Duluth, St. Louis County.	RRS	\$ 115,000	\$ -	\$ -	\$ -	\$ 115,000	\$ 230,000	2021
69-00208	MnDOT	MSAS 195	NA	RR X-ing Improvements	Install gates and flashing lights at MSAS 195 (S 60th Ave E) In Duluth at NSSR Railroad.	RRS	\$ 115,000	\$ -	\$ -	\$ -	\$ 115,000	\$ 230,000	2021
6982-322 WP2	MnDOT	I-35	1.1	Bridge replacement or construction.	**AC**CHAP 3**CMGC**: WP#2 IN DULUTH I-35, FROM 0.28 MI. S OF 27TH AVE W. TO 0.1 MI N. GARFIELD AVE & US 53 FROM MICHIGAN ST TO 21ST AVE W & I-535 FROM 0.3 MI. E OF I-35 TO JCT I-35. CONSTRUCT 5 NEW BRIDGES, CONSTRUCT TEMP BR#69139, REHAB BRIDGES AND PAVEMENT REPLACE, CONST PILE SUPPORTED EMBANKMENT, WALL & FOUNDATION CONSTRUCTION, ITS, ADA IMPROVEMENTS, SIGNALS, LOCAL STREET IMPROVEMENTS.(AC PROJECT, AC PAYBACKS MANAGED INTO THE FUTURE) (TIED TO 6982-322WP1)	NHPP BF	\$ 69,200,000	\$ 74,800,000	\$ -	\$ 36,010,000	\$ -	\$ 180,010,000	2021
6982-324	MnDOT	I-35	0.1	Culvert rehabilitation/Drainage	Drainage system improvement at Lakewalk In Duluth.	SF	\$ -	\$ -	\$ -	\$ 1,100,000	\$ -	\$ 1,100,000	2021
6982-327	MnDOT	I-35	3.35	Upgrade fiber optic cable and traffic cameras In Duluth.	**ITS**:I-35 IN DULUTH FROM JCT MESABA AVE TO N. END OF BRIDGE NO. 69836 AT CHESTER CREEK. EXTEND FIBER OPTIC CABLE AND REPLACE TRAFFIC CAMERAS	NHPP	\$ 459,000	\$ -	\$ -	\$ 51,000	\$ -	\$ 510,000	2021
6910-106	MnDOT	MN 23	0.1	Resurfacing	Hwy23 In Duluth construct 134 Ave W	SF	\$ -	\$ -	\$ -	\$ 230,000	\$ -	\$ 230,000	2021
6910-107	MnDOT	MN 23	0.2	Landscaping	Hw23 In Duluth Mission Creek Cemetary Landscaping	SF	\$ -	\$ -	\$ -	\$ 2,100,000	\$ -	\$ 2,100,000	2021
6908-69	MnDOT	US 2/CSAH 56	0.1	Pavement resurface and rehabilitation/turn lanes	US 2 IN HERMANTOWN AT JCT CSAH 56, MORRIS THOMPSON RD. INTERSECTION IMPROVEMENTS AND CONST LEFT TURN LANES (SLC 069-656-019)	SF	\$ -	\$ -	\$ -	\$ 530,000	\$ -	\$ 530,000	2021
6982-328NLTMAC	MnDOT	NA	NA	Pavement resurface and rehabilitation	**AC**SPPF**: I-35 IN DULUTH, TPI LOCAL TRAFFIC MITIGATION, CPR/INTERSECTION IMPROVE GARFIELD AVE & RR ST. PAVE REHAB 27TH AVE W & 46TH AVE W. TRAFFIC MITIGATION LOCAL SYSTEM. (AC PAYBACK 2 OF 2)	NHPP	\$ -	\$ -	\$ 120,000	\$ -	\$ -	\$ -	2021
8821-332	MnDOT	NA	NA	ITS/traffic management system	**ITS**: DISTRICTWIDE SIGNAL COMMUNICATION & PTZ CAMERAS	STBGP Statewide	\$ 324,000	\$ -	\$ -	\$ 81,000	\$ -	\$ 405,000	2021

Common Acronyms

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

Public Notice

