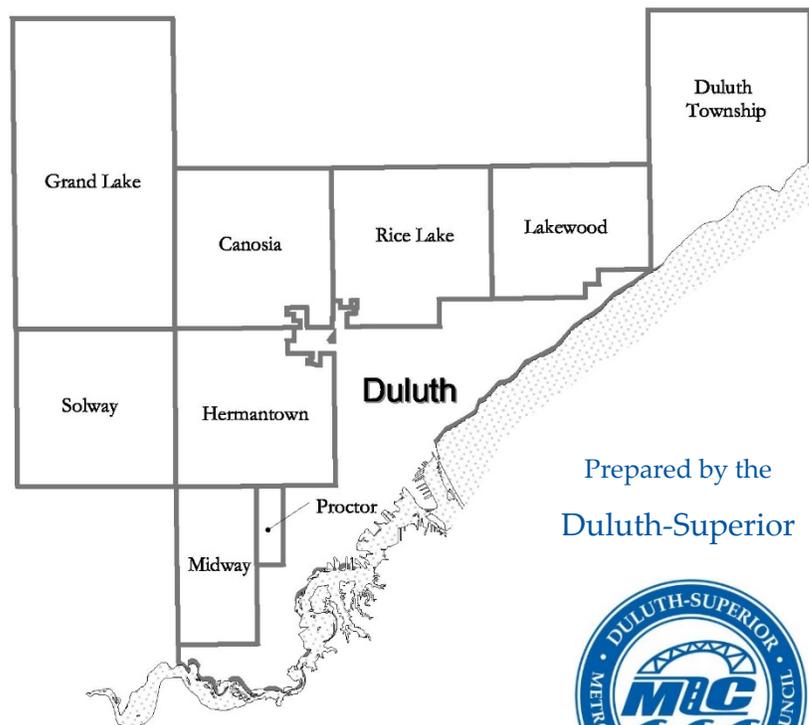


DRAFT 2025-2028

TRANSPORTATION IMPROVEMENT PROGRAM For the Duluth, MN Urbanized Area

Open for Public Review and Comment July 1-31, 2024



Prepared by the
Duluth-Superior



Metropolitan Interstate Council

FY 2025-2028 Duluth Urbanized Area Transportation Improvement Program

Draft for Public Review and Comment July 1-31, 2024

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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Printed copies are also available by contacting the MIC at pmorrill@ardc.org

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August 2024

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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.

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 (MTP). 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 MTP 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 the Duluth-Superior region. 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

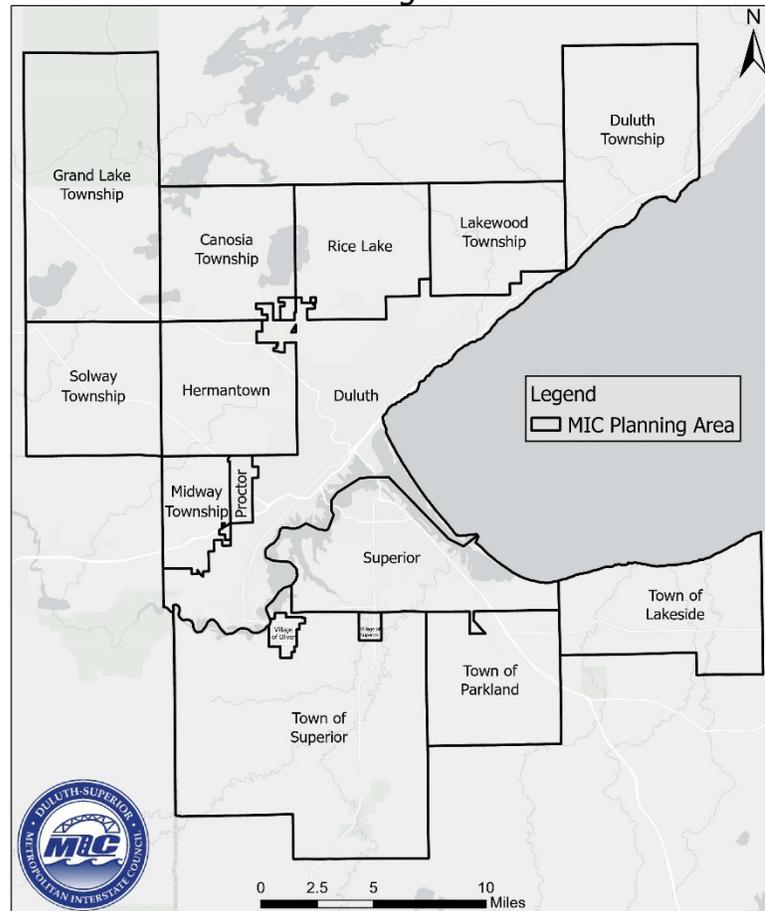
Planning Process

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



NOTE: The MIC Area, within the Metropolitan Planning Area (shown here).

Planning Factors

The current federal transportation bill, *Infrastructure Investment and Jobs Act (IIJA)*, adheres to ten planning factors that must be considered in the transportation planning process, as outlined in the Code of Federal Regulations, 23 CFR 450.306(b). The process used to select projects to be programmed through the Duluth Area TIP is based on the following 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 (TIP)

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 Metropolitan Transportation Plan (MTP), 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 (as defined as the next 4 years, FY 2025-2028). These listings include information regarding cost, specific funding sources, project schedule, etc. Once included 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 and the area transit authority (MnDOT and Duluth Transit Authority (DTA), respectively). 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 schedules and processes of the two states are different enough to warrant two separate TIPs, as 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 Area TIP including the Wisconsin side.

Although the TIPs are prepared separately, participants consider the entire MIC area when considering project prioritization. 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 Metropolitan Transportation Plan (MTP)

As stated above, the projects in the TIP originate from *Sustainable Choices 2045*, the Duluth-Superior long range Metropolitan Transportation Plan (MTP). The MTP contains a list of short-, mid-, and long-range transportation projects that are planned for the metropolitan area over the coming decades. The MTP, the Bicycle, and Pedestrian Plans, and the short-range studies all provide specific recommendations for projects and future studies. The TIP sets funding for 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 listed below. 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 *IIJA* (2021), for the most part, continues the structure of the various funding programs of the previous federal transportation bill, the FAST Act (2015). The *IIJA* added new formula programs such as the Carbon Reduction Program and the National Electric Vehicle Infrastructure Program, as well as discretionary programs such as the Safe Streets for All, and Reconnecting Communities pilot program.

There is also an additional funding source, the Carbon Reduction Program (CRP), which is a program that was a result of the *IIJA* legislation, described below. These funds are also part of a larger program under the Bipartisan Infrastructure Law (BIL), establishing the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program.

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 NHFP, 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 (ELLE)

MnDOT’s ELLE 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. ELLE 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 ELLEs 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)

Carbon Reduction Program (CRP)

These are funds that are authorized through the IJJA. The purpose of these funds is to reduce the net carbon footprint of transportation infrastructure, to encourage investment in bike/ped facilities, and/or other carbon-reduction projects, such as LED lighting replacement, etc. These funds are allocated on an annual basis to MPOs; in the case of the Duluth-Superior MIC, these funds are to be allocated within the MPO’s Urbanized Area. The allocation of these funds is to be administered by the local MPO for fiscal years 2023, 2024, and 2025. Beyond 2025, these funds will be allocated by the local MPO, with guidance from MnDOT’s Carbon Reduction Strategy (CRS). States and localities are responsible for a 20% share of project costs funded through this program.

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.

Regionally 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 (e.g., a new turning movement at an intersection) and would normally be included in the modeling of the MIC area’s transportation network and in the air quality conformity analysis for the MTP and TIP and amendments to the MTP 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, *Infrastructure Investment and Jobs Act* (IIJA) was signed into law on November 15, 2021. As with the previous federal transportation bill, FAST Act (2015) led 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 MnDOT, DTA, and local governments 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 (NEMNATP).

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 NEMNATP, which is made up of transportation professionals and representatives from an eight-county area (Aitkin, Carlton, Cook, Itasca, Koochiching, Lake, Pine, and Saint Louis Counties, see Map 2). Like the MIC, the purpose of the NEMNATP 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 NEMNATP structure, there are representatives from: eight individual counties, tribal communities, transit, modes, US Forest Service, DNR, MnDOT, and the MIC.

Although projects from these eight counties and the MIC are in competition for the limited federal funding resources that come to Northeastern Minnesota, the process used by the NEMNATP aims to provide a degree of equity across this region. Proposed projects are first reviewed by the ATP Work Group, followed by approval of the ATIP by the full NEMNATP. After an 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 NEMNATP



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. The IJA 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 applied to transit improvements, which the NEMNATP 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 are included 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 Map 1). 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 required 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 MTP 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 Metropolitan Transportation Plan (MTP), 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, MTP goals and objectives, 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) 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 the TA program, 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 NEMNATP 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 2025-2028 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. This 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.

Roadway Name – Common roadway name

Mile – Estimated length of the project

Type of Work – Provides a general description of the improvement being made (drainage improvements, crossing improvements, landscaping, etc.)

Project Description – Scope of project and its location.

Type of Funds – Identifies type of funds utilized for the project, LF = Local Funding, SF = State Funding, HSIP = Highway Safety Improvement Program, NHPP = National Highway Performance Program, STBGP = Surface Transportation Block Grant Program.

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.

Fed 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 \$ (MnDOT Total) – Total anticipated cost of the project.

Project Total \$ (MIC Total) – Total anticipated cost of the project, also including any AC payback funds.

Table 1: FY2025

2025 TIP Project List													
State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (STIP Total)	Project Total \$ (Project Total)
6982-336	MnDOT	I-35	2.5	PAVEMENT RESURFACE AND REHABILITATION, BRRH - BRIDGE REHABILITATION	**ELLE**: I-35 IN DULUTH, 0.09 MI. S LAKE AVENUE TO 0.70 MI. SOUTH OF 21ST AVE E. MAJOR CPR ON NB AND SB, MILL & OVERLAY INTERCHANGE RAMPS 69816E, 69816F, 69816G, 69816H & 69817 (TIED 6982-348)	NHPP	\$ 1,078,615	\$ -	\$ -	\$ 119,847	\$ -	\$ 1,198,462	\$ 1,198,462
6982-336BFP	MnDOT	I-35	2.5	PAVEMENT RESURFACE AND REHABILITATION, BRRH - BRIDGE REHABILITATION	**ELLE**BFP**: I-35 IN DULUTH, 0.09 MI. S LAKE AVENUE TO 0.70 MI. SOUTH OF 21ST AVE E. MAJOR CPR ON NB AND SB, MILL & OVERLAY INTERCHANGE RAMPS 69816E, 69816F, 69816G, 69816H & 69817 (TIED 6982-348)	BFP	\$ 933,088	\$ -	\$ -	\$ 103,676	\$ -	\$ 1,036,764	\$ 1,036,764
8801-BLATNIK CA25	MnDOT	I-535	0.0	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	**BLATNIK**: BRIDGE PRELIMINARY ENGINEERING/EXTERNAL CONSULTANTS. - 2025	NHPP	\$ 3,800,000	\$ -	\$ -	\$ 422,222	\$ 4,222,222	\$ 8,444,444	\$ 8,444,444
6982-348	MnDOT	I-35	2.7	BRRH - BRIDGE REHABILITATION	**ELLE**: I-35 IN DULUTH 0.02 MI. N OF GARFIELD AVE TO 0.35 MI N. 5TH AVE W. REHAB NB BR#69818N & SB BR#69818S OVER MESABA AVE. MILL & OVERLAY NB OFF RAMPS 69818A & 69870C AND SB ON RAMPS 69870A & 69818B (TIED 6982-336)	NHPP	\$ 7,189,526	\$ -	\$ -	\$ 809,337	\$ -	\$ 7,998,863	\$ 7,998,863
6982-348BFP	MnDOT	I-35	2.7	BRRH - BRIDGE REHABILITATION	**ELLE**BFP**: I-35 IN DULUTH 0.02 MI. N OF GARFIELD AVE TO 0.35 MI N. 5TH AVE W. REHAB NB BR#69818N & SB BR#69818S OVER MESABA AVE. MILL & OVERLAY NB OFF RAMPS 69818A & 69870C AND SB ON RAMPS 69870A & 69818B (TIED 6982-336)	BFP	\$ 931,500	\$ -	\$ -	\$ 103,500	\$ -	\$ 1,035,000	\$ 1,035,000
6981-28	MnDOT	I-535	0.1	RIGHT OF WAY	**BLATNIK**: I-535 IN DULUTH AT I535 & GARFIELD AVE. KOVICH BUILDING DEMOLITION, PARCEL 6981-901-240, IN ADVANCE OF BLATNIK BRIDGE PROJECT 6981-26	State TH NON-PAR	\$ -	\$ -	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ 60,000
8821-385	MnDOT	I-35	0.0	ELECTRONIC VEHICLE & CHARGING INFRASTRUCTURE	**NEVI**DISTRICTWIDE INSTALL NEVI CHARGING STATION WITHIN 1 MILE FROM EXIT 256B, 255A, 253B, 252, 249 ON I35 NEAR DULUTH AND PROCTOR	NEVI	\$ 590,100	\$ -	\$ -	\$ 168,600	\$ 84,300	\$ 843,000	\$ 843,000
Total							\$ 14,522,829	\$ -	\$ -	\$ 1,787,182	\$ 4,306,522	\$ 20,616,533	\$ 20,616,533
118-118-005	Duluth	MSAS 118	0.4	PAVEMENT RESURFACE AND REHABILITATION	RAILROAD ST (MSAS 118) IN DULUTH FROM 5TH AVE W TO CANAL PARK DRIVE BITUMINOUS RESURFACING, STORM SEWER, CURB AND GUTTER, SIDEWALK AS NECESSARY, AND ADA UPGRADES	STBGP	\$ 971,750	\$ -	\$ -	\$ -	\$ 328,250	\$ 1,300,000	\$ 1,300,000
118-080-065	Duluth	Garfield Ave	0.3	PAVEMENT RESURFACE AND REHABILITATION	IN DULUTH, GARFIELD AVE/PORT TERMINAL RD CONCRETE PAVEMENT REPAIRS & RECONSTRUCT N 3RD AVE W. FROM W. SUPERIOR ST TO W. MICHIGAN ST. (ASSOC. 118-137-010)	NHPP	\$ 552,581	\$ -	\$ -	\$ -	\$ 138,145	\$ 690,726	\$ 690,726
118-109-021RA	Duluth	W Superior St	1.7	GRSU - GRADE AND SURFACE	**RAISE**: IN DULUTH, MSAS 109 (W SUPERIOR ST) FROM MSAS 194 (CARLTON ST) TO MSAS 194 (W MICHIGAN ST) RECONSTRUCTION, STREETScape AND EV CHARGING STATIONS	FFM	\$ 24,999,160	\$ -	\$ -	\$ 7,684,530	\$ 7,316,310	\$ 40,000,000	\$ 40,000,000
118-109-021CRP	Duluth	W Superior St	1.7	GRSU - GRADE AND SURFACE	**CRP**: IN DULUTH, MSAS 109 (W SUPERIOR ST) FROM MSAS 194 (CARLTON ST) TO MSAS 194 (W MICHIGAN ST) RECONSTRUCTION, STREETScape AND EV CHARGING STATIONS	CRP	\$ 370,000	\$ -	\$ -	\$ -	\$ 92,500	\$ 462,500	\$ 462,500
Total							\$ 26,893,491	\$ -	\$ -	\$ 7,684,530	\$ 7,875,205	\$ 42,453,226	\$ 42,453,226
069-609-050AC	SL Louis County	CSAH 9	1.4	PAVEMENT RESURFACE AND REHABILITATION	**AC**CRP** ST LOUIS COUNTY: WOODLAND AVE(CSAH9) RESURFACE FROM SNIVELY RD (CSAH 37) TO ANOKA ST. MILL AND OVERLAY, SIDEWALK IMPROVEMENTS, STORM SEWER AND CURB AND GUTTER REPLACEMENT. (AC PROJECT PAYBACK 1 OF 1)	STBGP	\$ -	\$ -	\$ 1,627,650	\$ -	\$ -	\$ 1,627,650	\$ -
069-070-079	St. Louis County	Various Locations	0.0	TRAFFIC CONTROL DEVICES/SAFETY	COUNTY WIDE - 6-INCH WET-REFLECTIVE EPOXY EDGE LINE IN A GROOVE ON VARIOUS COUNTY ROADS (2025) (assoc. 069-070-064 & 069-070-072)	HSIP	\$ 780,300	\$ -	\$ -	\$ -	\$ 176,700	\$ 957,000	\$ 957,000
Total							\$ 780,300	\$ -	\$ 1,627,650	\$ -	\$ 176,700	\$ 2,584,650	\$ 957,000
Total							\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Table 2: FY2026

2026 TIP Project List													
State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (STIP Total)	Project Total \$ (Project Total)
6925-145	MNDOT	MN 61	3.4	PAVEMENT RESURFACE AND REHABILITATION, TRAFFIC CONTROL DEVICES/SAFETY	**AC**: MN 61(LONDON RD), NB AND SB, IN DULUTH, FROM (MSAS 191) 26AVE E. TO 0.14 MI. N. (MSAS 195) 60TH AVENUE EAST, MEDIUM MILL/OVERLAY, TRAIL, CONST ROUNDABOUTS AT (MSAS191)26TH AVE E. , (MSAS 166)40TH AVE . E. , AND I-35 SB JCT (MSAS 152)21AVE E & 26TH AVE E. INSTALL INTERSTATE CLOSURE GATES.(ASSOC 6982-357, 118-166-004, 118-191-003, 118-193-003) (AC PROJECT PAYBACK 2027)	NHPP	\$ 7,571,575	\$ 8,000,000	\$ -	\$ 3,553,425	\$ -	\$ 11,125,000	\$ 19,125,000
6925-145CRP	MNDOT	MN 61	3.4	PAVEMENT RESURFACE AND REHABILITATION, TRAFFIC CONTROL DEVICES/SAFETY	**CRP**: MN 61(LONDON RD), NB AND SB, IN DULUTH, FROM (MSAS 191) 26AVE E. TO 0.14 MI. N. (MSAS 195) 60TH AVENUE EAST, MEDIUM MILL/OVERLAY, TRAIL, CONST ROUNDABOUTS AT (MSAS191)26TH AVE E. , (MSAS 166)40TH AVE . E. , AND I-35 SB JCT (MSAS 152)21AVE E & 26TH AVE E. INSTALL INTERSTATE CLOSURE GATES.(ASSOC 6982-357, 118-166-004, 118-191-003, 118-193-003)	CRP	\$ 860,000	\$ -	\$ -	\$ 215,000	\$ -	\$ 1,075,000	\$ 1,075,000
6981-26	MNDOT	HIGHWAY I 535	0.5	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	**AC**BLATNIK**INFRA**: I-535, BETWEEN DULUTH & SUPERIOR WISCONSIN OVER ST LOUIS RIVER, REPLACE BLATNIK BRIDGE #9030 WITH NEW BRIDGE 69913. MNDOT IS LEAD AGENCY.(INCLUDES CONSTRUCTION BID, FINAL DESIGN AND CHANGE ORDERS/RISK ESTIMATES, AC PROJECT PAYBACK IN 2029 \$67,550,000 & 2030 \$67,550,000)	FFM NHPP	\$ 1,058,398,200	\$ 134,064,900	\$ -	\$ 73,696,000	\$ 301,840,900	\$ 1,433,935,100	\$ 1,568,000,000
6981-26CE	MNDOT	HIGHWAY I 535	0.5	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	**AC**BLATNIK**: BLATNIK NEW BRIDGE#69913, CONSTRUCTION ADMINISTRATION AND INSPECTION. (MNDOT DOT IS LEAD AGENCY) (AC PROJECT, PAYBACK IN FY27 \$8,559,617, FY28 \$8,559,617, FY29 \$8,559,617 & FY30 \$8,559,617	NHPP	\$ -	\$ 34,238,466	\$ -	\$ 3,804,274	\$ 42,899,260	\$ 46,703,534	\$ 80,942,000
6908-68	MnDOT	US 2	8.4	PAVEMENT RESURFACE AND REHABILITATION	**ELLE**: US 2, FROM MN 194 TO MIDWAY RD (CSAH13), RECLAIM	NHPP	\$ 7,164,960	\$ -	\$ -	\$ 1,635,040	\$ -	\$ 8,800,000	\$ 8,800,000
6933-101	MnDOT	MN 194	0.2	BRRH - BRIDGE REHABILITATION	IN DULUTH, MN 194 NB, OVER SUPERIOR ST, MILL AND OVERLAY BR# 69840, REPAIR BR#69840 AND 69839 MICHIGAN ST OVER MN 194 SB. REPLACE WATERMAIN ON SUPERIOR ST IN VICINITY OF BR#69840.	NHPP	\$ 2,361,180	\$ -	\$ -	\$ 538,820	\$ -	\$ 2,900,000	\$ 2,900,000
8821-358	MnDOT	I-35	58.5	TRAFFIC CONTROL DEVICES/SAFETY	I-35 NB&SB VARIOUS LOCATIONS FROM CHISAGO/PINE CO LINE TO 1 MI. S. MN 48 IN HINCKLEY & 2.19 MI. N HINCKLEY TO 4.5MI. N. PINE CO.CSAH33 (SWANSON RD) & 1.7 MI. N STURGEON LAKE TO 2.6 MI. S. PINE CO.CSAH 4 & 0.3MI. N MN 45 TO 0.5M. S CSAH14 (BOUNDARY AVE) IN PROCTOR. 6" GROUND IN WET REFLECTIVE PAVEMENT MARKINGS.	HSIP	\$ 1,710,000	\$ -	\$ -	\$ 190,000	\$ -	\$ 1,900,000	\$ 1,900,000
8801-BLATNIK CA26	MnDOT	I-535	0.0	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	**BLATNIK**: BRIDGE PRELIMINARY ENGINEERING/EXTERNAL CONSULTANTS. - 2026	NHPP	\$ 9,000,000	\$ -	\$ -	\$ 1,000,000	\$ 10,000,000	\$ 20,000,000	\$ 20,000,000
6910-114	MnDOT	MN 23	0.1	APPURTENANCE	MN 23 IN DULUTH AT JCT MN 210, CONSTRUCT CEREMONIAL STRUCTURE AND GATHERING SPACE FOR HISTORIC FOND DU LAC CEMETERY.	SF	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	\$ 1,500,000
6926-58	MnDOT	MN 61	0.4	TRAFFIC CONTROL DEVICES/SAFETY	**SEC 164**: MN 61 ATJCT CSAH33/MCQUADE RD. CONSTRUCT REDUCED CONFLICT INTERSECTION, TALMADGE RIVER CULVERT REPAIR AND INSTAL RWIS. (ASSOC 069-070-074) MNDOT LEAD	HSIP	\$ 500,000	\$ -	\$ -	\$ 55,555	\$ -	\$ 555,555	\$ 555,555
6926-58N	MnDOT	MN 61	0.4	DRAINAGE	MN 61 ATJCT CSAH33/MCQUADE RD. CONSTRUCT REDUCED CONFLICT INTERSECTION, TALMADGE RIVER CULVERT REPAIR AND INSTAL RWIS. (ASSOC 069-070-074) MNDOT LEAD	NHPP	\$ 800,000	\$ -	\$ -	\$ 200,000	\$ -	\$ 1,000,000	\$ 1,000,000
69-00220	MnDOT	CSAH 98	0.0	RR X-ING IMPROVEMENTS	WCL CSAH 98, CANOSIA RD, HERMANTOWN, ST LOUIS COUNTY. REPLACE EXISTING SIGNAL SYSTEM	RRS	\$ 360,000	\$ -	\$ -	\$ -	\$ 40,000	\$ 400,000	\$ 400,000
69-00221	MnDOT	CSAH 91	0.0	RR X-ING IMPROVEMENTS	WCL CSAH 91, N 40TH AVE W, DULUTH, ST LOUIS COUNTY. REPLACE EXISTING SIGNAL SYSTEM	RRS	\$ 360,000	\$ -	\$ -	\$ -	\$ 40,000	\$ 400,000	\$ 400,000
6916-119	MnDOT	US 53	11.9	PAVEMENT RESURFACE AND REHABILITATION	US 53 NB & SB IN DULUTH, FROM 0.21 MI SE JCT HAINES RD(CSAH91) TO 0.13 MI SE JCT MIDWAY RD.(CASH 13) IN HERMANTOWN. PAVEMENT REHAB, TURN LANE UPDATES. (ASSOC.6915-140)	NHPP	\$ 2,116,920	\$ -	\$ -	\$ 483,080	\$ -	\$ 2,600,000	\$ 2,600,000
Total							\$ 1,091,202,835	\$ 176,303,366	\$ -	\$ 86,871,194	\$ 354,820,160	\$ 1,532,894,189	\$ 1,709,197,555
118-156-012CRP	Duluth	Campus Connector Trail	0.9	BIKE/PED	**CRP**: IN DULUTH RECONSTRUCT MSAS 155 (COLLEGE ST.) AND CONSTRUCT CAMPUS CONNECTOR SEGMENT 4 FROM MSAS 154 (19TH AVE. E.) TO MSAS 157 (WOODLAND AVE.) AND CONSTRUCT TISCHER CREEK PEDESTRIAN BRIDGE, NEW BR#R0950. AND E. ST MARIE ST(MSAS 156) FROM CARVER AVE TO VERMILLION RD. CONSTRUCT CAMPUS CONNECTOR SEGMENT 5. (ASSOC 118-155-009)	CRP	\$ 185,000	\$ -	\$ -	\$ -	\$ 46,250	\$ 231,250	\$ 231,250
118-155-009	Duluth	Campus Connector Trail	0.9	BIKE/PED	IN DULUTH RECONSTRUCT MSAS 155 (COLLEGE ST.) AND CONSTRUCT CAMPUS CONNECTOR SEGMENT 4 FROM MSAS 154 (19TH AVE. E.) TO MSAS 157 (WOODLAND AVE.) AND CONSTRUCT TISCHER CREEK PEDESTRIAN BRIDGE, NEW BR#R0950. AND E. ST MARIE ST(MSAS 156) FROM CARVER AVE TO VERMILLION RD. CONSTRUCT CAMPUS CONNECTOR SEGMENT 5. (ASSOC 118-156-012CRP, 118-155-009CRP)	STBGP TAP	\$ 824,091	\$ -	\$ -	\$ -	\$ 4,094,755	\$ 4,918,846	\$ 4,918,846
118-155-009CRP	Duluth	Campus Connector Trail	0.9	BIKE/PED	**CRP**: IN DULUTH RECONSTRUCT MSAS 155 (COLLEGE ST.) AND CONSTRUCT CAMPUS CONNECTOR SEGMENT 4 FROM MSAS 154 (19TH AVE. E.) TO MSAS 157 (WOODLAND AVE.) AND CONSTRUCT TISCHER CREEK PEDESTRIAN BRIDGE, NEW BR#R0950. AND E. ST MARIE ST(MSAS 156) FROM CARVER AVE TO VERMILLION RD. CONSTRUCT CAMPUS CONNECTOR SEGMENT 5. (ASSOC 118-155-009)	CRP	\$ 185,000	\$ -	\$ -	\$ -	\$ 46,250	\$ 231,250	\$ 231,250
118-166-004	Duluth	MN 61	0.1	PAVEMENT RESURFACE AND REHABILITATION, TRAFFIC CONTROL DEVICES/SAFETY	MN 61 (LONDON RD), NB AND SB, IN DULUTH, , CONST ROUNDABOUT AT (MSAS 166) 40TH AVE E. (ASSOC 6925-145, 118-191-003, 118-193-003)	STBGP	\$ 493,333	\$ -	\$ -	\$ -	\$ 506,667	\$ 1,000,000	\$ 1,000,000
118-191-003	Duluth	MN 61	0.1	PAVEMENT RESURFACE AND REHABILITATION, TRAFFIC CONTROL DEVICES/SAFETY	MN 61.(LONDON RD) NB AND SB, IN DULUTH, , CONST ROUNDABOUT AT (MSAS 191) 26TH AVE E. (ASSOC 6925-145, 118-166-004, 118-193-003)	STBGP	\$ 493,333	\$ -	\$ -	\$ -	\$ 506,667	\$ 1,000,000	\$ 1,000,000
118-193-003	Duluth	MN 61	0.1	PAVEMENT RESURFACE AND REHABILITATION, TRAFFIC CONTROL DEVICES/SAFETY	MN 61(LONDON RD), NB AND SB, IN DULUTH, , (MSAS193) LONDON RD IMPROVEMENTS . (ASSOC 6925-145, 118-166-004, 118-191-003)	STBGP	\$ 493,333	\$ -	\$ -	\$ -	\$ 506,667	\$ 1,000,000	\$ 1,000,000
Total							\$ 2,674,090	\$ -	\$ -	\$ -	\$ 5,707,256	\$ 8,381,346	\$ 8,381,346

069-698-017	St. Louis County	CSAH 98	8.9	PAVEMENT RESURFACE AND REHABILITATION	CANOSIA RD(CSAH 98) FROM ST LOUIS RIVER RD (CSAH 969) TO US 53. BIT RECLAIM AND PAVING	STBGP	\$ 2,799,000	\$ -	\$ -	\$ -	\$ 801,000	\$ 3,600,000	\$ 3,600,000
069-070-074	St. Louis County	MN-61	0.4	TRAFFIC CONTROL DEVICES/SAFETY	**SEC 164**: MN 61 ATJCT CSAH33/MCQUADE RD. CONSTRUCT REDUCED CONFLICT INTERSECTION, TALMADGE RIVER CULVERT REPAIR AND INSTALL RWIS. (ASSOC 6926-58) MNDOT LEAD	HSIP	\$ 500,000	\$ -	\$ -	\$ -	\$ 55,555	\$ 555,555	\$ 555,555
069-070-070	St. Louis County	Local Streets	0.0	TRAFFIC CONTROL DEVICES/SAFETY	COUNTYWIDE. 6-INCH WET-REFLECTIVE EPOXY EDGELINES ON VARIOUS COUNTY ROADS	HSIP	\$ 488,700	\$ -	\$ -	\$ -	\$ 54,300	\$ 543,000	\$ 543,000
069-070-069	St. Louis County	Local Streets	0.0	TRAFFIC CONTROL DEVICES/SAFETY	COUNTY WIDE. 6-INCH EDGELINES ON VARIOUS COUNTY ROADS	HSIP	\$ 61,200	\$ -	\$ -	\$ -	\$ 6,800	\$ 68,000	\$ 68,000
069-691-034	St. Louis County	CSAH 91	0.3	GRSU - GRADE AND SURFACE	**AC**: RECONSTRUCT OF 40TH AVENUE WEST (CSAH 91), FROM GRAND AVE (MSAS 126) TO 0.1 MILES NORTH OF 8TH ST(MSAS 105) INCLUDING SIDEWALK, CURB & GUTTER, AND STORM SEWER AND TRAIL CONSTRUCTION. (AC PAYBACK 2027)	STBGP	\$ -	\$ 971,750	\$ -	\$ -	\$ 2,813,250	\$ 2,813,250	\$ 3,785,000
069-691-034T	St. Louis County	CSAH 91	0.3	GRSU - GRADE AND SURFACE	**AC**: TRAIL CONSTRUCTION . (CSAH 91) 40TH AVENUE WEST, FROM MSAS 126 (GRAND AVE) TO 0.1 MILES NORTH OF MSAS 105 (8TH ST) . (AC PAYBACK 2028)	STBGP TAP	\$ -	\$ 200,000	\$ -	\$ -	\$ 45,640	\$ 45,640	\$ 245,640
069-070-051AC	St. Louis County	Local Streets	0.0	TRAFFIC CONTROL DEVICES/SAFETY	**AC**:ST LOUIS COUNTY WIDE 6-INCH EDGELINES VARIOUS COUNTY AND CITY ROADS (SLC IS LEAD) (ASSOC.118-070-004) (AC PROJECT PAYBACK 1 OF 1)	HSIP	\$ -	\$ -	\$ 135,000	\$ -	\$ -	\$ 135,000	\$ -
Total							\$ 3,848,900	\$ 1,171,750	\$ 135,000	\$ -	\$ 3,776,545	\$ 7,760,445	\$ 8,797,195
Total							\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Table 3: FY2027

2027 TIP Project List													
State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (STIP Total)	Project Total \$ (Project Total)
6982-353	MnDOT	I-35	1.2	INTELLIGENT TRANSPORTATION SYSTEMS	**ITS** I-35 IN DULUTH CCTV & FIBER EXTENSION, FROM NORTH END OF LEIF ERIKSON TUNNEL TO 26 AVE. E.	NHPP	\$ 600,000	\$ -	\$ -	\$ 66,667	\$ -	\$ 666,667	\$ 666,667
6908-72	MnDOT	US 2	4.3	PAVEMENT RESURFACE AND REHABILITATION	US2 FROM MIDWAY RD(CSAH(13) TO BOUNDARY AVE(CSAH14) IN PROCTOR. PAVEMENT REHAB.(ASSOC 6939-22)	NHPP	\$ 6,187,920	\$ -	\$ -	\$ 1,412,080	\$ -	\$ 7,600,000	\$ 7,600,000
6981-26CEAC1	MnDOT	HIGHWAY I 535	1.5	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	**AC**BLATNIK**: BLATNIK NEW BRIDGE#69913, CONSTRUCTION ADMINISTRATION AND INSPECTION. (MNDOT DOT IS LEAD AGENCY) (AC PROJECT, PAYBACK 1 OF 4 \$8,559,617)	NHPP	\$ -	\$ -	\$ 8,559,617	\$ -	\$ -	\$ 8,559,617	\$ -
6925-145AC	MnDOT	MN 61	3.4	PAVEMENT RESURFACE AND REHABILITATION, TRAFFIC CONTROL DEVICES/SAFETY	**AC**: MN 61, NB AND SB, IN DULUTH, FROM (MSAS 191) 26AVE E. TO 0.14 MI. N. (MSAS195) 60TH AVENUE EAST, MEDIUM MILL/OVERLAY, TRAIL, CONST ROUNDABOUTS AT (MSAS191)26TH AVE E. , (MSAS 166)40TH AVE. E. , AND I-35 SB JCT (MSAS 152)21AVE E & 26TH AVE E. INSTALL INTERSTATE CLOSURE GATES.(ASSOC 6982-357, 118-166-004, 118-191-003, 118-193-003) (AC PROJECT PAYBACK1 OF 1)	NHPP	\$ -	\$ -	\$ 8,000,000	\$ -	\$ -	\$ 8,000,000	\$ -
Total							\$ 6,787,920	\$ -	\$ 16,559,617	\$ 1,478,747	\$ -	\$ 24,826,284	\$ 8,266,667
118-140-035	Duluth	Lake Ave	0.4	PAVEMENT RESURFACE AND REHABILITATION	IN DULUTH CANAL PARK AREA RECONDITIONING PROJECT, CONCRETE PAVEMENT REPAIRS LAKE AVE. RAILROAD ST TO LIFT BRIDGE.	STBGP	\$ 534,575	\$ -	\$ -	\$ -	\$ 1,792,175	\$ 2,326,750	\$ 2,326,750
118-206-001	Duluth	Buchanan St	0.1	PAVEMENT RESURFACE AND REHABILITATION	IN DULUTH CANAL PARK AREA RECONDITIONING CONCRETE PAVEMENT REPAIRS. BUCHANAN ST, LAKE AVE TO CANAL PARK DR	STBGP	\$ 97,150	\$ -	\$ -	\$ -	\$ 325,850	\$ 423,000	\$ 423,000
118-207-001	Duluth	Canal Park Dr	0.2	PAVEMENT RESURFACE AND REHABILITATION	IN DULUTH CANAL PARK AREA RECONDITIONING CONCRETE PAVEMENT REPAIRS. CANAL PARK DR, BUCHANAN ST TO RAILROAD STREET.	STBGP	\$ 340,025	\$ -	\$ -	\$ -	\$ 1,140,475	\$ 1,480,500	\$ 1,480,500
118-090-027	Duluth	Local Streets	0.2	BIKE/PED	IN DULUTH CONSTRUCT CAMPUS CONNECTOR SEGMENT 6 ALONG 32ND AVE. E. AND CONGDON PARK DR. FROM LAKEWALK TO E. 1ST ST.	STBGP TAP	\$ 586,028	\$ -	\$ -	\$ -	\$ 368,972	\$ 955,000	\$ 955,000
Total							\$ 1,557,778	\$ -	\$ -	\$ -	\$ 3,627,472	\$ 5,185,250	\$ 5,185,250
069-691-034AC	St. Louis County	CSAH 91	0.3	GRSU - GRADE AND SURFACE	**AC**: RECONSTRUCT OF (CSAH 91) 40TH AVENUE WEST, FROM MSAS 126 (GRAND AVE) TO 0.1 MILES NORTH OF MSAS 105 (8TH ST) INCLUDING SIDEWALK, CURB & GUTTER, AND STORM SEWER. (AC PROJECT PAYBACK 1 OF 1)	STBGP	\$ -	\$ -	\$ 971,750	\$ -	\$ -	\$ 971,750	\$ -
069-632-025	St. Louis County	CSAH 32	0.4	BIKE/PED	IN DULUTH CSAH 32 (ARROWHEAD RD.) SIDEWALK CONSTRUCTION FROM MENARD DR. TO CSAH 91 (HAINES RD.)	STBGP TAP	\$ 282,492	\$ -	\$ -	\$ -	\$ 333,508	\$ 616,000	\$ 616,000
069-070-080	St. Louis County	CSAH 37	0.3	TRAFFIC CONTROL DEVICES/SAFETY	CONSTRUCT LEFT TURN LANES ON CSAH 37 (JEAN DULUTH RD) AT CSAH 2 (W TISCHER RD)	HSIP	\$ 600,000	\$ -	\$ -	\$ -	\$ 200,000	\$ 800,000	\$ 800,000
069-070-085	St. Louis County	CSAH 13	0.5	TRAFFIC CONTROL DEVICES/SAFETY	MIDWAY RD(CSAH 13) CONSTRUCT TURN LANES AND LIGHTING AT MIDWAY RD (CSAH 13)/ ROSE RD.	HSIP	\$ 650,000	\$ -	\$ -	\$ -	\$ 200,000	\$ 850,000	\$ 850,000
069-070-084	St. Louis County	CSAH 3	0.5	TRAFFIC CONTROL DEVICES/SAFETY	TURN LANES AND LIGHTING AT CSAH 3 (BECKS RD.) /CR. 899 (HALIE RD.)	HSIP	\$ 650,000	\$ -	\$ -	\$ -	\$ 200,000	\$ 850,000	\$ 850,000
Total							\$ 2,182,492	\$ -	\$ 971,750	\$ -	\$ 933,508	\$ 4,087,750	\$ 3,116,000
8801-CRP-MPO-27	Local	Highway 999	0.0	SETASIDE DISTRICTWIDE PROJECT	**CRP**: LOCAL CARBON REDUCTION MPO - 2027	CRP	\$ 225,000	\$ -	\$ -	\$ -	\$ 56,250	\$ 281,250	\$ 281,250
Total							\$ 225,000	\$ -	\$ -	\$ -	\$ 56,250	\$ 281,250	\$ 281,250

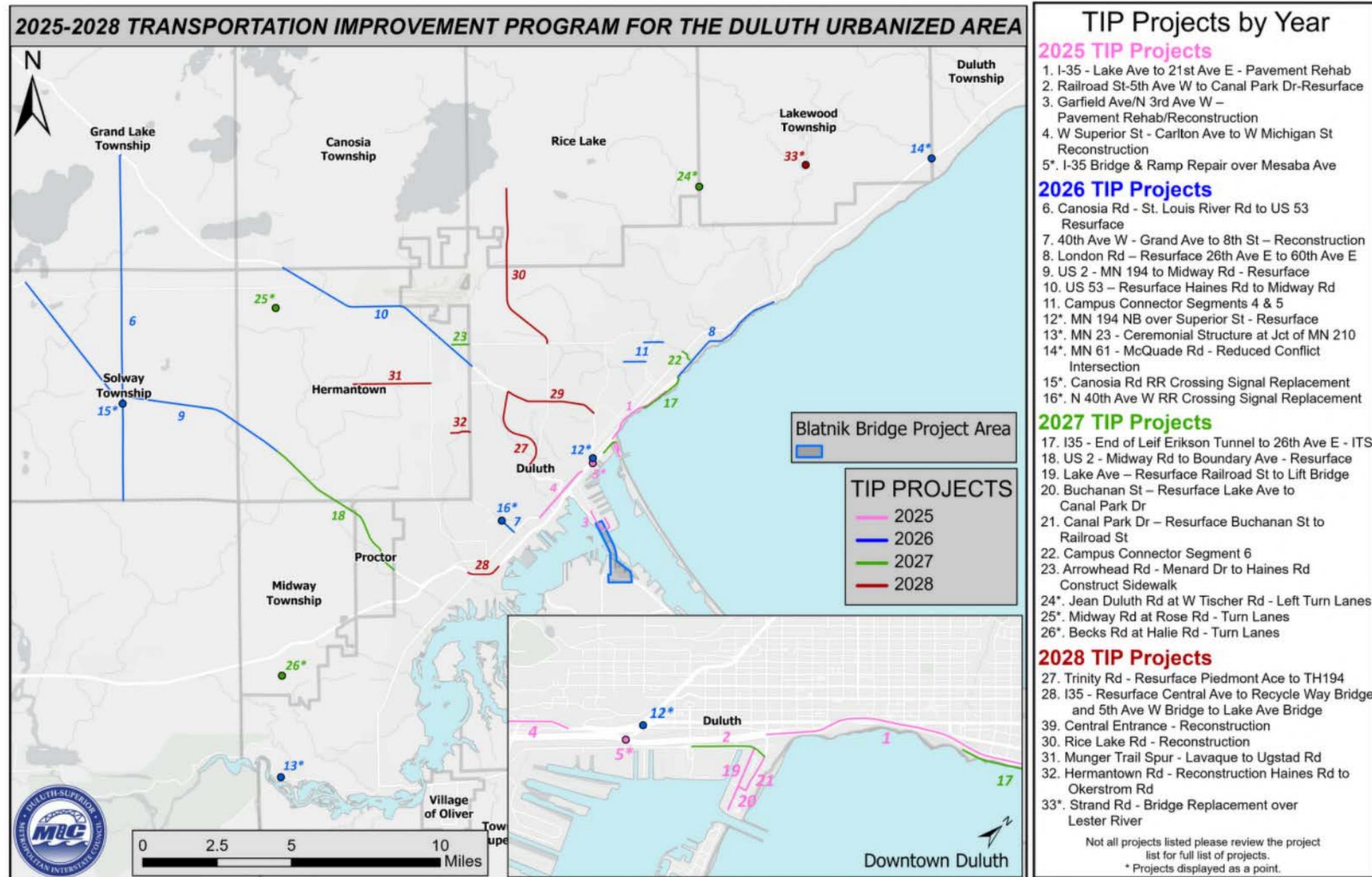
Table 4: FY2028

2028 TIP Project List													
State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (STIP Total)	Project Total \$ (Project Total)
6925-148	MnDOT	MN 61	3.4	APPURTENANCE	MN 61(LONDON RD), NB AND SB, IN DULUTH, FROM (MSAS 191) 26AVE E. TO 0.14 MI. N. (MSAS195) 60TH AVENUE EAST, LANDSCAPING	State TH NON-PAR	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000	\$ 300,000
6981-26CEAC2	MnDOT	HIGHWAY I 535	1.5	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	**AC**BLATNIK**: BLATNIK NEW BRIDGE#69913, CONSTRUCTION ADMINISTRATION AND INSPECTION. (MNDOT DOT IS LEAD AGENCY) (AC PROJECT, PAYBACK 2 OF 4 \$8,559,617)	NHPP	\$ -	\$ -	\$ 8,559,617	\$ -	\$ -	\$ 8,559,617	\$ -
6982-346	MnDOT	I-35	1.3	APPURTENANCE	IN DULUTH, ALONG I-35 FROM 27TH AVE W TO GARFIELD AVE, TWIN PORTS INTERCHANGE LANDSCAPE PROJECT.	SF	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000	\$ 300,000
5880-203	MnDOT	I-35	77.4	PAVEMENT RESURFACE AND REHABILITATION	I-35 NB&SB, 2.16 MI.N OF MN 48 TO 0.44 MI. N 27TH AVE W IN DULUTH. INTERMITTENT MINOR CPR, AND GENERAL ANDREWS & KETTLE RIVER REST AREA PAVEMENT REHAB (ASSOC 0980-164, 6982-355)	NHPP	\$ 3,256,800	\$ -	\$ -	\$ 743,200	\$ -	\$ 4,000,000	\$ 4,000,000
6915-139	MnDOT	US 53	2.5	PAVEMENT RESURFACE AND REHABILITATION	**ELLE**: US 53 (TRINITY RD), IN DULUTH, 0.2 MI N PIEDMONT AVE TO E JCT TH-194 (CENTRAL ENTRANCE), MEDIUM MILL/OVERLAY	NHPP	\$ 3,444,066	\$ -	\$ -	\$ 785,934	\$ -	\$ 4,230,000	\$ 4,230,000
6982-344	MnDOT	I-35	0.8	PAVEMENT RESURFACE AND REHABILITATION	I-35, IN DULUTH, FROM N END BR 69879 OVER CENTRAL AVE TO S END RECYCLE WAY BR, AND N END 5TH AVE W. BR TO S END LAKE AVE BR, MEDIUM MILL/OVERLAY	NHPP	\$ 1,260,000	\$ -	\$ -	\$ 140,000	\$ -	\$ 1,400,000	\$ 1,400,000
Total							\$ 7,960,866	\$ -	\$ 8,559,617	\$ 2,269,134	\$ -	\$ 18,789,617	\$ 10,230,000
118-030-012	Duluth	Local Streets	0.0	BIKE/PED	DTA BUS STOP IMPROVEMENTS, CURB AND GUTTER, SIDEWALK, AND ADA IMPROVEMENTS IN VARIOUS LOCATIONS IN THE CITY OF DULUTH	STBGP	\$ 460,000	\$ -	\$ -	\$ -	\$ 118,026	\$ 578,026	\$ 578,026
118-010-029	Duluth	Central Entrance	1.2	GRSU - GRADE AND SURFACE	IN DULUTH,CENTRAL ENTRANCE (HWY 194) RECONSTRUCTION	STBGP	\$ 971,750	\$ -	\$ -	\$ -	\$ 228,250	\$ 1,200,000	\$ 1,200,000
Total							\$ 1,431,750	\$ -	\$ -	\$ -	\$ 346,276	\$ 1,778,026	\$ 1,778,026
069-604-086T	St. Louis County	CSAH 4	2.5	BIKE/PED	**RAISE**: RICE LAKE ROAD (CSAH 4)CORRIDOR PROJECT; CONSTRUCT TWO SINGLE-LANE ROUNDABOUTS, TURN LANES AT RIDGEVIEW RD AND CONSTRUCTION OF TWO PAVED TRAILS ALONG MARTIN(CSAH 9) AND RICE LAKE ROADS(CSAH 4)	STBGP TAP	\$ 600,000	\$ -	\$ -	\$ -	\$ 150,000	\$ 750,000	\$ 750,000
069-604-086RA	St. Louis County	CSAH 4	2.5	PAVEMENT RESURFACE AND REHABILITATION	**RAISE**: RICE LAKE ROAD (CSAH 4)CORRIDOR PROJECT; CONSTRUCT TWO SINGLE-LANE ROUNDABOUTS, TURN LANES AT RIDGEVIEW RD AND CONSTRUCTION OF TWO PAVED TRAILS ALONG MARTIN(CSAH 9) AND RICE LAKE ROADS(CSAH 4)	FFM	\$ 25,000,000	\$ -	\$ -	\$ -	\$ 14,350,000	\$ 39,350,000	\$ 39,350,000
069-610-013	St. Louis County	CSAH 10	0.1	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	IN DULUTH ,CSAH 10(STRAND RD.) 0.6 MI E OF JCT CR 293 (Tischer Rd N) AND 0.3 MI W OF JCT CSAH 12 (LESTER RIVER RD). REPLACE BRIDGE#6667 WITH NEW BR#XXXX OVER LESTER RIVER AND APPROACH GRADING AND PAVING.	BROS	\$ 997,206	\$ -	\$ -	\$ -	\$ 402,794	\$ 1,400,000	\$ 1,400,000
069-691-034TAC	St. Louis County	CSAH 91	0.3	GRSU - GRADE AND SURFACE	**AC**: TRAIL CONSTRUCTION . (CSAH 91) 40TH AVENUE WEST, FROM MSAS 126 (GRAND AVE) TO 0.1 MILES NORTH OF MSAS 105 (8TH ST) . (AC PAYBACK 1 OF 1)	STBGP TAP	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ 200,000	\$ -
Total							\$ 26,597,206	\$ -	\$ 200,000	\$ -	\$ 14,902,794	\$ 41,700,000	\$ 41,500,000
202-102-006	Hermantown	CSAH 849	0.5	GRSU - GRADE AND SURFACE	HERMANTOWN RD (CSAH 849) RECONSTRUCTION; STORM SEWER, CURB & GUTTER, SIDEWALK, ADA IMPROVEMENTS, PARKING LANE, BOX CULVERT AND MULTIUSE TRAIL CROSSING MARKING AND LIGHTS ON HERMANTOWN ROAD (CSAH 849) FROM THE INTERSECTION OF HAINES RD (CSAH 91) TO 5 MI W TO OKERSTROM ROAD	STBGP	\$ 950,000	\$ -	\$ -	\$ -	\$ 1,400,000	\$ 2,350,000	\$ 2,350,000
202-090-001	Hermantown	Local Streets	2.8	BIKE/PED	CONSTRUCT TWO TRAIL SEGMENTS FROM THE LAVAQUE JUNCTION/UGSTAD ROAD INTERSECTION TO THE STEBNER RD/MAPLE GROVE INTERSECTION. THE 2.83 MILE WORK WILL CONNECT TO A NEW SIDEWALK SYSTEM ALONG UGSTAD RD WHERE IT CONNECTS TO ESSENTIAL WELLNESS CENTER, HERMANTOWN SCHOOL CAMPUS AND STATE HWY 53. TRAIL WILL CONNECT TO PREVIOUSLY CONSTRUCTED SYSTEM IN 2019.	STBGP	\$ 600,000	\$ -	\$ -	\$ -	\$ 2,265,244	\$ 2,865,244	\$ 2,865,244
8801-CRP-MPO-28	Local	Local Street	0.0	SETASIDE DISTRICTWIDE PROJECT	**CRP**: LOCAL CARBON REDUCTION MPO - 2028	CRP	\$ 210,000	\$ -	\$ -	\$ -	\$ 52,500	\$ 262,500	\$ 262,500
Total							\$ 1,760,000	\$ -	\$ -	\$ -	\$ 3,717,744	\$ 5,477,744	\$ 5,477,744

Table 5: 2025-2028 Transit Projects

2025-2028 DTA TIP Project List													
State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$	Year
TRF-0016-25A	DTA	TRANSIT	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5339: DULUTH TRANSIT AUTHORITY; BUS STOP IMPROVEMENTS	FTA	\$ 200,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 250,000	2025
TRF-0016-25B	DTA	TRANSIT	0	TRANSIT OPERATIONS	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	FTA	\$ 1,961,277	\$ -	\$ -	\$ -	\$ 20,690,322	\$ 22,551,599	2025
TRF-0016-25C	DTA	TRANSIT	0	TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -	\$ -	\$ -	\$ -	\$ 1,257,329	\$ 1,257,329	2025
TRF-0016-25F	DTA	TRANSIT	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECTION 5339: TIRE STORAGE SOLUTION	FTA	\$ 96,000	\$ -	\$ -	\$ -	\$ 24,000	\$ 120,000	2025
TRF-0016-25H	DTA	TRANSIT	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECTION 5339: HEAVY DUTY BUS HOIST REPLACEMENTS	FTA	\$ 540,000	\$ -	\$ -	\$ -	\$ 135,000	\$ 675,000	2025
TRF-0016-25I	DTA	TRANSIT	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5307: DULUTH TRANSIT AUTHORITY; CAPITAL FACILITY IMPROVEMENTS	FTA	\$ 800,000	\$ -	\$ -	\$ -	\$ 200,000	\$ 1,000,000	2025
TRF-0016-25J	DTA	TRANSIT	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECTION 5339: PURCHASE BUS TUG	FTA	\$ 96,000	\$ -	\$ -	\$ -	\$ 24,000	\$ 120,000	2025
TRF-0016-25K	DTA	TRANSIT	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECTION 5339: PURCHASE REPLACEMENT BUS VACUUM	FTA	\$ 300,000	\$ -	\$ -	\$ -	\$ 75,000	\$ 375,000	2025
TRF-0016-25L	DTA	TRANSIT	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECTION 5339: PURCHASE REPLACEMENT BUS WASH	FTA	\$ 384,000	\$ -	\$ -	\$ -	\$ 96,000	\$ 480,000	2025
TRF-9069-26	ARDC	TRANSIT	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECTION 5310: ARROWHEAD REGIONAL DEVELOPMENT COMMISSION MOBILITY MANAGEMENT 7/1/27 - 6/30/2029	FTA	\$ 130,610	\$ -	\$ -	\$ -	\$ 32,653	\$ 163,263	2026
TRF-0016-26A	DTA	TRANSIT	0	TRANSIT OPERATIONS	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	FTA	\$ 1,909,484	\$ -	\$ -	\$ -	\$ 21,769,695	\$ 23,679,179	2026
TRF-0016-26B	DTA	TRANSIT	0	TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -	\$ -	\$ -	\$ -	\$ 1,320,196	\$ 1,320,196	2026
TRF-0016-26C	DTA	TRANSIT	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5307: RAPID TRANSIT STATION IMPROVEMENTS	FTA	\$ 1,613,137	\$ -	\$ -	\$ -	\$ 403,284	\$ 2,016,421	2026
TRF-0016-26D	DTA	TRANSIT	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECTION 5339: TCE ROOF REPLACEMENT	FTA	\$ 136,000	\$ -	\$ -	\$ -	\$ 34,000	\$ 170,000	2026
TRF-0016-26F	DTA	TRANSIT	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5307: DULUTH TRANSIT AUTHORITY; CAPITAL FACILITY IMPROVEMENTS	FTA	\$ 6,400,000	\$ -	\$ -	\$ -	\$ 1,600,000	\$ 8,000,000	2026
TRF-0016-27A	DTA	TRANSIT	0	TRANSIT OPERATIONS	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	FTA	\$ 1,966,769	\$ -	\$ -	\$ -	\$ 22,896,369	\$ 24,863,138	2027
TRF-0016-27B	DTA	TRANSIT	0	TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -	\$ -	\$ -	\$ -	\$ 1,386,205	\$ 1,386,205	2027
TRF-0016-27C	DTA	TRANSIT	0	TRANSIT VEHICLE PURCHASE	SECT 5339: DULUTH TRANSIT AUTHORITY; PURCHASE TWO(2) SUPPORT VEHICLES FOR MAINTENANCE	FTA	\$ 134,000	\$ -	\$ -	\$ -	\$ 33,600	\$ 167,600	2027
TRF-0016-27D	DTA	TRANSIT	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5339: DULUTH TRANSIT AUTHORITY; PURCHASE FORKLIFT	FTA	\$ 44,000	\$ -	\$ -	\$ -	\$ 11,000	\$ 55,000	2027
TRF-0016-27E	DTA	TRANSIT	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5307: RAPID TRANSIT STATION IMPROVEMENTS	FTA	\$ 1,966,769	\$ -	\$ -	\$ -	\$ 491,692	\$ 2,458,461	2027
TRS-0016-27A	DTA	TRANSIT	0	TRANSIT VEHICLE PURCHASE	DULUTH TRANSIT AUTHORITY; FIVE (5) CLASS 300 REPLACEMENT BUSES	STBGP	\$ 1,005,600	\$ -	\$ -	\$ -	\$ 251,400	\$ 1,257,000	2027
TRF-0016-28A	DTA	TRANSIT	0	TRANSIT OPERATIONS	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	FTA	\$ 2,025,772	\$ -	\$ -	\$ -	\$ 25,323,680	\$ 27,349,452	2028
TRF-0016-28B	DTA	TRANSIT	0	TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -	\$ -	\$ -	\$ -	\$ 1,455,516	\$ 1,455,516	2028
TRF-0016-28C	DTA	TRANSIT	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5307: DULUTH TRANSIT AUTHORITY; RAPID TRANSIT STATION IMPROVEMENTS	FTA	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 500,000	\$ 2,500,000	2028
TRS-0016-28A	DTA	TRANSIT	0	TRANSIT VEHICLE PURCHASE	DULUTH TRANSIT AUTHORITY; PURCHASE SIX(6) CLASS 700 DIESEL BUSES	STBGP	\$ 3,662,400	\$ -	\$ -	\$ -	\$ 915,600	\$ 4,578,000	2028
Total							\$ 27,271,818	\$ -	\$ -	\$ -	\$ 100,976,542	\$ 128,248,359	

Map 3: Location of 2025-2028 TIP Projects



Performance Measures and Asset Management

Federal transportation planning regulations require (per the FAST Act) that Performance-Based Planning and Programming are incorporated in the development of Metropolitan Planning Organization (MPO) Long-Range Transportation Plans (MTPs) and Transportation Improvement Plans (TIPs). This states that “The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets (23 CFR 490.101) identified in the metropolitan transportation plan, linking investment priorities to those performance targets.” (23 CFR 450.326(d))

The MIC utilizes its planning and programming of projects to contribute to the accomplishments of statewide performance targets and the DTA transit performance measure targets. The approach currently 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. The DTA has decided to do its own Transit Asset Management Plan (TAM) and Public Transportation Agency Safety Plan (PTASP). The MIC adopts the targets set by the DTA for the TAM Plan and the PTASP. MIC performance-based planning information can be found at: <http://dsmic.org/study/performance-measures/>.

National Performance Measure Goals (23 USC 150)

- **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>

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.

Performance Measures and Asset Management

- 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

Performance Measures and Asset Management

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

PM 1: Safety - Highway Safety Improvement Program Performance —2024

For the Minnesota portion of the MIC area, the annually adopted Highway Safety Improvement Program (HSIP) Performance Measure Targets for 2024 are as follows:

Safety Performance Measure	Baseline (2018-2022 avg)	2024 Target
Fatalities	414.2	352.4
Fatality Rate <i>(per 100 million VMT)</i>	0.725	0.582
Serious Injuries	1,676.2	1463.4
Serious Injury Rate <i>(per 100 million VMT)</i>	2.930	2.470
Non-motorist Fatalities & Serious Injuries	282.4	258.4

PM 2: Infrastructure - NHS Pavement and Bridge Condition, 2023-2025 Targets

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

Performance Measure	2-year (2023)	4-year (2025)
Percent Bridges in Good Condition	30%	35%
Percent Bridges in Poor Condition	5%	5%
Percent Interstate Pavement - Good	60%	60%
Percent Interstate Pavement - Poor	2%	2%
Percent Non-Interstate Pavement - Good	55%	55%
Percent Non-Interstate Pavement - Poor	2%	2%

Performance Measures and Asset Management

PM 3: System Performance- NHS Performance and Freight Movement on the Interstate System, 2023-2025 Targets

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:

Performance Measure	2-year (2023)	4-year (2025)
Percent Reliable Person-Miles, Interstate	82%	82%
Percent Reliable Person-Miles, Non-Interstate	90%	90%
Truck Travel Time Reliability Index (TTTR)	1.4	1.4

Transit Asset Management (TAM)

The adopted Transit Asset Management (TAM) Performance 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) Overview

On July 19, 2018, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds, such as state DOT's and local transit authorities, to establish safety performance measures

Performance Measures and Asset Management

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, 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 Metropolitan Transportation Plan (MTP) 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 MTP 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 MTP 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 MTP – 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.

Performance Measures and Asset Management

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>.

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. 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.

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 upgrade technology and facilities, including bus stops/terminals, equipment, and the administrative building/bus garage.

Anticipated Effect - 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.

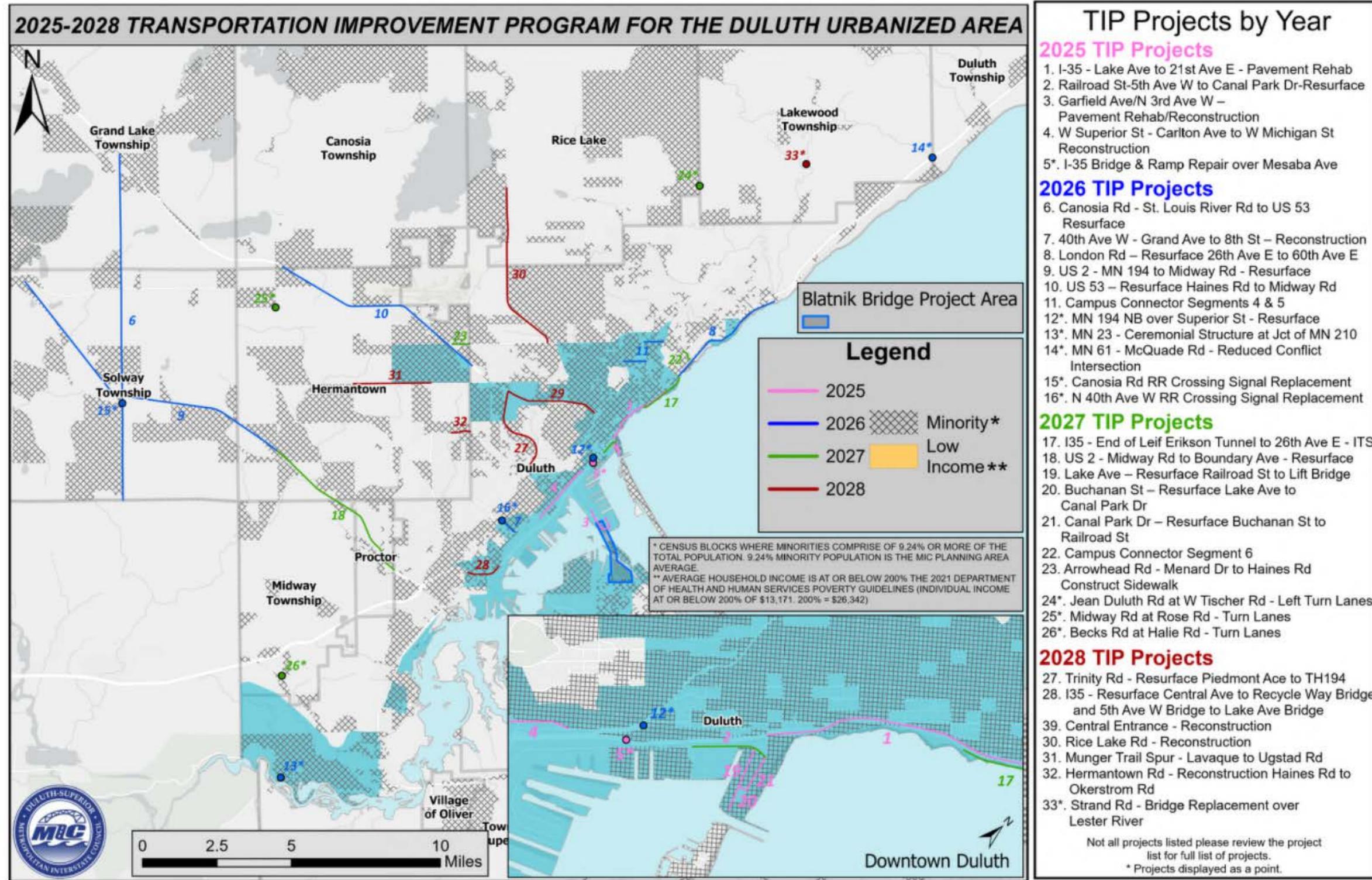
In 1994, Presidential Executive Order 12898 mandated that every federal agency incorporate environmental justice in its mission by analyzing and addressing the effects of all programs, policies, and activities on minority and low-income populations. Drawing from the framework established by Title VI 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.

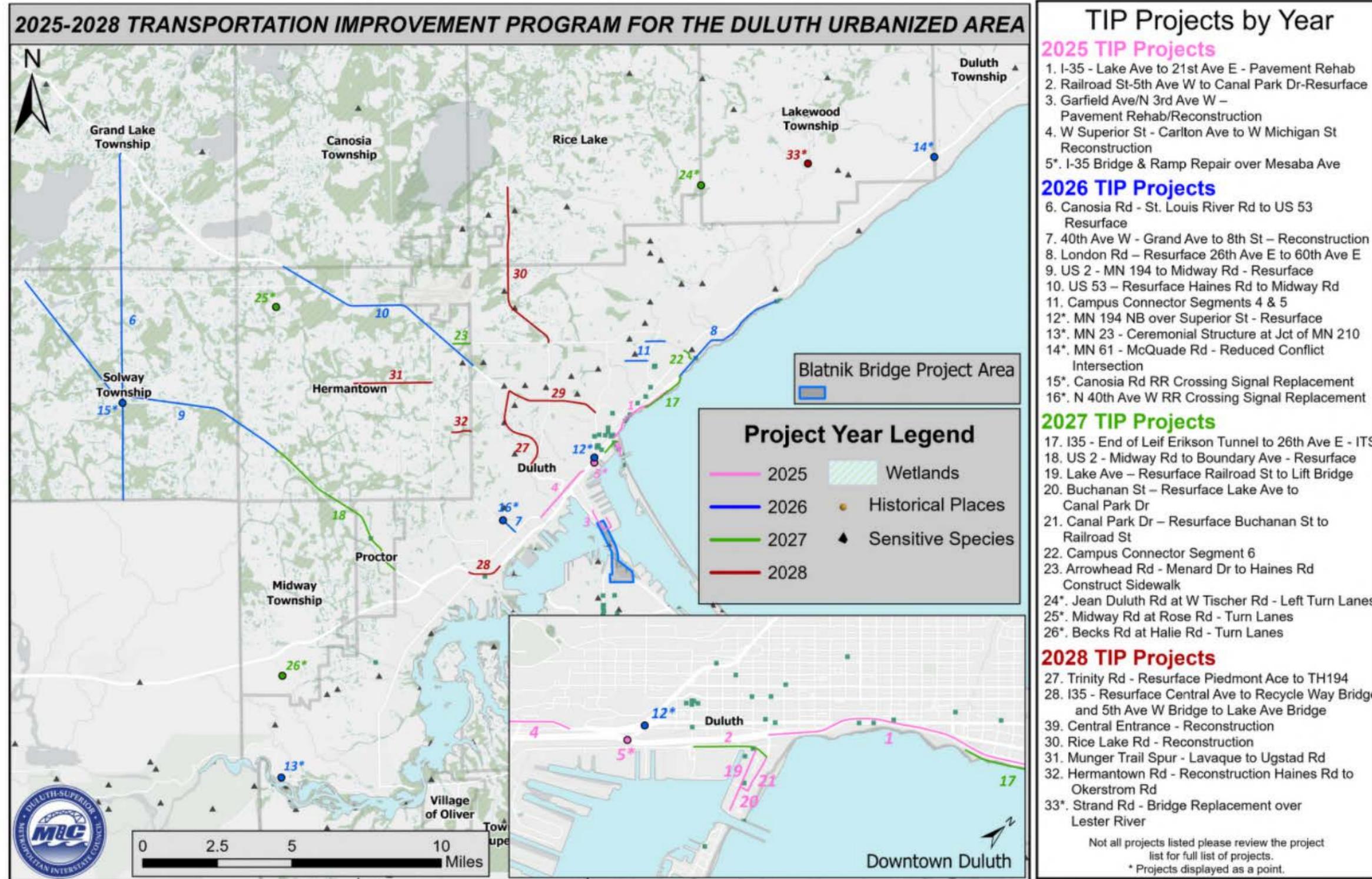
Therefore, Environmental Justice/Community Impact Assessment is a public policy goal of ensuring that negative impacts resulting from government activities do not fall disproportionately on minority or low-income populations. While it is difficult to make significant improvements to transportation systems 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.

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



Map 5: Project Locations and Historical Places and Sensitive Species

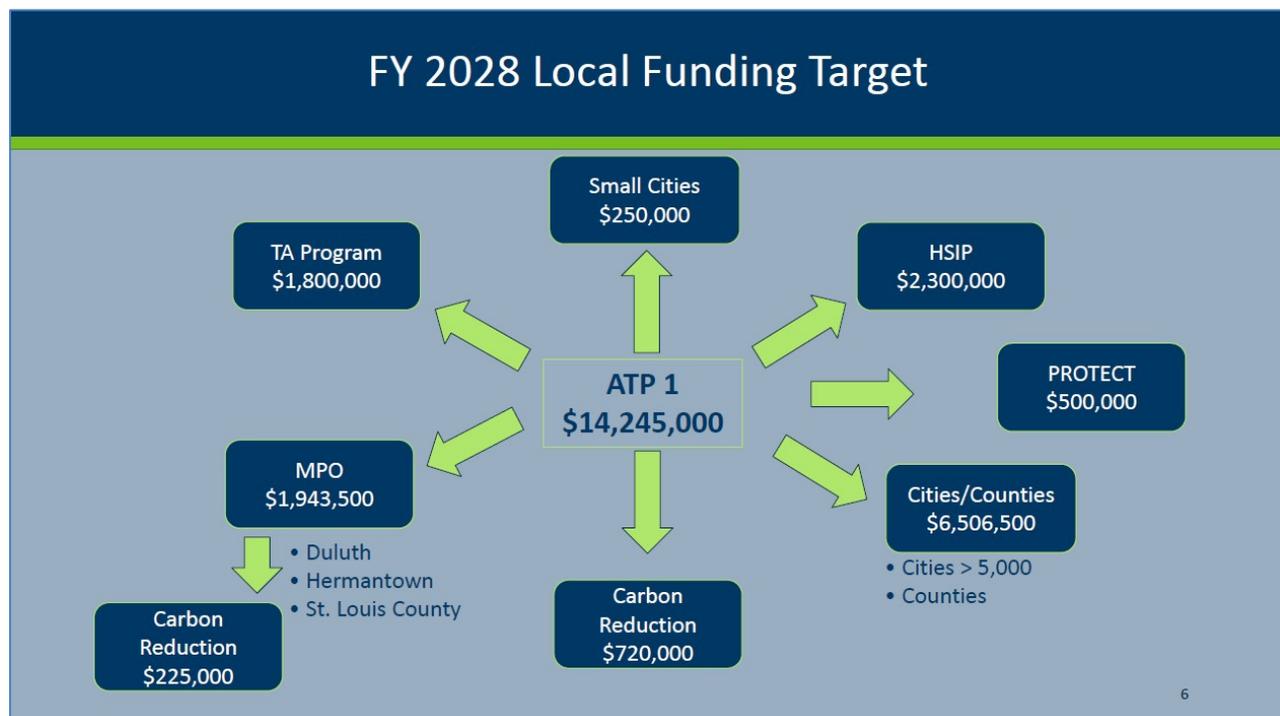


As the federally designated MPO for the Duluth-Superior metropolitan area, the MIC must demonstrate fiscal constraint when programming funding for projects in the TIP. Under 23 CFR § 450.326(j), the MIC is required to include a financial plan for the projects being programmed in the TIP, as well as demonstrate 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 NEMNATP 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).

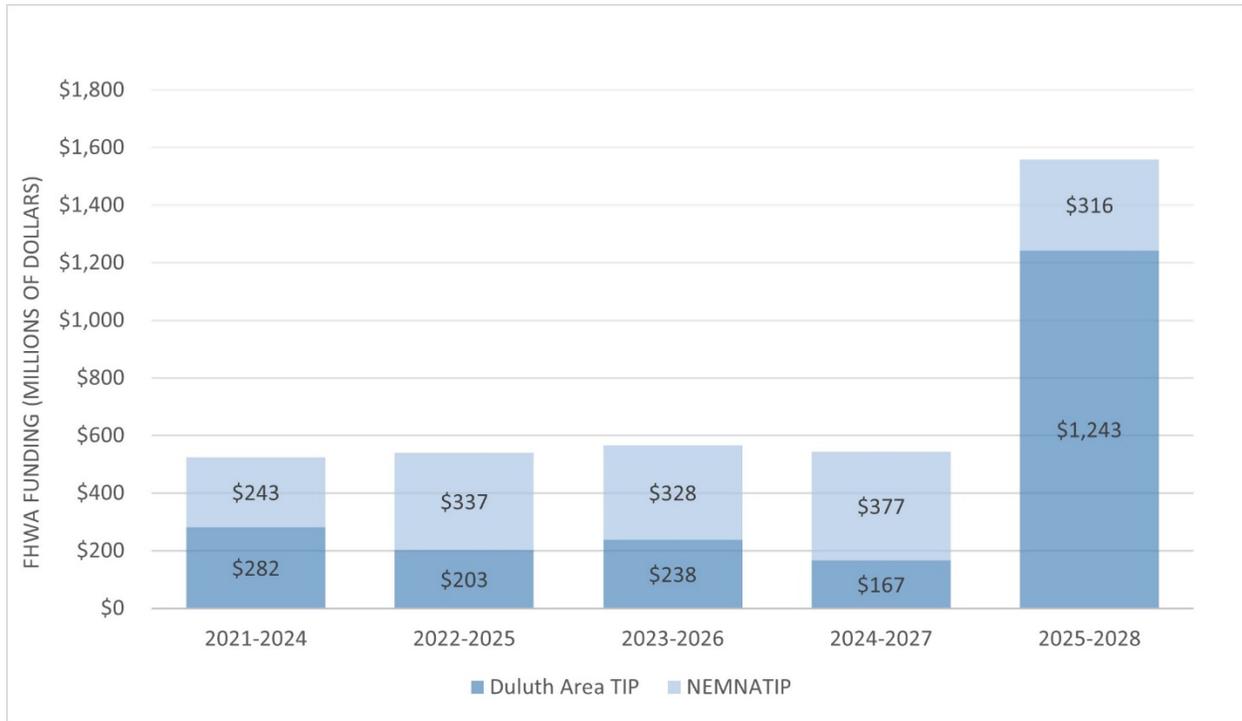
Figure 1: Annual Funding Targets – MIC & NEMNATP



Trends in Federal Transportation Funding

Figure 2 below compares the levels of federal funding being programmed in the Duluth Area TIP and the NEMNATIP with the TIP and ATIPs of the last 5 years for all FHWA funding.

Figure 2: Comparison of Past Federal Funding – MIC & NEMNATP



Financial Plan: Roadway Investments

Figure 3 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.

Figure 3: Funding for Streets and Highways in Recent Years (millions of dollars)

Jurisdiction	2025		2026		2027		2028		Annual Avg	
	Maintenance	Operations								
MnDOT	2.98	1.72	3.09	1.78	3.20	1.84	3.32	1.91	\$3.15	\$1.81
St. Louis County	3.59	4.51	3.74	4.69	3.89	4.87	4.04	5.07	\$3.82	\$4.78
City of Duluth	5.74	4.66	5.97	4.84	6.21	5.04	6.46	5.24	\$6.10	\$4.94
City of Hermantown	1.00	0.00	1.03	0.00	1.05	0.00	1.08	0	\$1.04	\$0.00
TOTAL	\$13.32	\$10.88	\$13.83	\$11.31	\$14.35	\$11.75	\$14.90	\$12.21	\$14.10	\$11.54

Assessment of Fiscal Constraint – Roadway Investments

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 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 4 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.

Figure 4: Total Project Costs: Duluth Area TIP

Total Project Costs: 2025-2028 Duluth Area TIP								
Jurisdiction	2025	2026	2027	2028	EXPENSES 2024-2027 TIP (4-year total)	REVENUES		
						Avg. Expend. (in millions)		
						(4 years)		
						Maintenance	Operations	
MnDOT	\$ 20,616,533	\$ 1,532,894,189	\$ 24,826,284	\$ 18,789,617	\$ 1,597,126,623	\$ 13	\$ 7	
St. Louis County	\$ 2,584,650	\$ 7,760,445	\$ 4,087,750	\$ 41,700,000	\$ 56,132,845	\$ 15	\$ 19	
City of Duluth	\$ 42,453,226	\$ 8,381,346	\$ 5,185,250	\$ 1,778,026	\$ 57,797,848	\$ 24	\$ 20	
City of Hermantown/Other	\$ -	\$ -	\$ 281,250.00	\$ 5,477,744	\$ 5,758,994	\$ 4	\$ -	
TOTAL	\$ 65,654,409	\$ 1,549,035,980	\$ 34,380,534	\$ 67,745,387	\$ 1,716,816,310	\$ 56	\$ 46	
Does not include AC Payback Dollars								

These averages are compared against the TIP project costs 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.

Financial Plan: Transit Investments

Figure 5 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 5: Transit Funding Plan: Duluth Area TIP

Source	2025	2026	2027	2028	4 Yr Total
FTA	\$ 4,277,277	\$ 10,189,231	\$ 4,111,538	\$ 4,025,772	\$ 22,603,818
FHWA	\$ -	\$ -	\$ 1,005,600	\$ 3,662,400	\$ 4,668,000
Fed Total	\$ 4,277,277	\$ 10,189,231	\$ 5,117,138	\$ 7,688,172	\$ 27,271,818
Other (state & local)	\$ 22,551,651	\$ 25,159,828	\$ 25,070,267	\$ 28,194,796	\$ 100,976,542
Total	\$ 26,828,928	\$ 35,349,059	\$ 30,187,404	\$ 35,882,968	\$ 128,248,359

Assessment of Fiscal Constraint – Transit Investments

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 6 shows the DTA’s average annual funding levels based on historical expenditures. The DTA’s programmed investments for years 2023-2026 are expected to be higher than historic spending due to commitments from MnDOT. The increase is mainly in the operations and maintenance category.

Chapter 6
Financial Plan

Figure 6: Total Transit Costs by Project Type: Duluth Area TIP (millions of dollars)

					EXPENSES	REVENUES
Source	2025	2026	2027	2028	4 Yr Total	Avg. Expend. (4 years)
Operations & Maintenance	\$ 23,808,928	\$ 24,999,375	\$ 26,249,343	\$ 28,804,968	\$ 103,862,614	\$ 25,965,654
Capital Outlay	\$3,020,000	\$10,349,684	\$2,513,461	\$2,500,000	\$18,383,145	\$4,595,786
Bus Purchases	\$0	\$0	\$1,424,600	\$4,578,000	\$6,002,600	\$1,500,650
TOTAL	\$26,828,928	\$35,349,059	\$30,187,404	\$35,882,968	\$128,248,359	\$32,062,090

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 7: Public Engagement Strategy and Implementation

TIP Public Engagement Strategy: Identified Strategy Actions and Dates	Implementation Status
<u>November 2023</u>	
1. Commencement of TIP cycle	1.a Completed as planned.
a) Conduct initial communications and update TIP engagement strategy.	
<u>December 2023 - March 2024</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 posted only virtually, on the MIC website.

(Figure 7 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 2024 - June 2024

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

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

4.j, Final TIP is planned to be presented for approval at the MIC Policy Board at the August 17, 2022 meeting.

Public Comments Received

In July 2024, the MIC conducted three 1-hour virtual public input sessions on Thursday, July 17th, consisting of a presentation by MIC staff and a discussion/listening session to garner any and all input. The majority of the input from these sessions were clarification questions about project specifics and locations.

For jurisdictional input, the MIC reached out specifically to partner organizations to garner specific feedback on our project lists and financial details. The input from these three efforts are currently reflected in this document.

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 FY2024, however, are presently being constructed and are dropping out of this updated TIP. Table 6 on the following page provides a status report on those projects.

Table 6: FY 2024 Projects Status Report

State Project ID	Agency	Route System	Est. Length (Miles)	Type of Work	Project Description	Current Planned Year	Status Report
6908-70	MnDOT	US 2	0	Intersection Improvements	US 2 & CANOSIA RD (CSAH 98), INTERSECTION IMPROVEMENTS. CONSTRUCT LEFT TURN LANES. (ST LOUIS COUNTY IS LEAD AGENCY)	2022	construction complete
6932-14	MnDOT	MN 194	7.4	Roundabout/Resurface	MN 194 - REPAVE HIGHWAY FROM HWY 2 TO HWY 53 AND CONSTRUCT ROUNDABOUT AT CSAH 13/MIDWAY RD. (TIED TO 6916-113)	2022	under construction, complete fall 2022
6981-27	MnDOT	I-535	0.5	Bridge Rehabilitation	**SPP**: I-535, NB & SB BETWEEN DULUTH & SUPERIOR WISCONSIN OVER ST LOUIS RIVER. BLATNIK BR# 9030. BRIDGE REHAB	2022	under construction
8821-336	MnDOT	MN 210	0	Bridge Replacement	MNDOT D1/ST LOUIS COUNTY BRIDGE BUNDLE PARTNERSHIP TO REPLACE 21 BRIDGES, INCLUDES MNDOT BRIDGES ALONG MN 210 #6290, 6292, 6293 & 6294. ST LOUIS COUNTY IS LEAD (ASSOC 069-070-055)	2022	St louis county lead. Construction complete fall 2022
8821-336P	MnDOT	MN 210	0	Bridge Replacement	MNDOT D1/ST LOUIS COUNTY BRIDGE BUNDLE PARTNERSHIP TO REPLACE 21 BRIDGES, INCLUDES MNDOT BRIDGES ALONG MN 210 #6290, 6292, 6293 & 6294. ST LOUIS COUNTY IS LEAD (ASSOC 069-070-055)	2022	St louis county lead. Construction complete fall 2022
6916-113	MnDOT	US 53/MN 194/Lindahl Rd	0.4	Intersection Improvements	US 53 CONSTRUCT REDUCED CONFLICT INTERSECTION JCT US53/MN194/LINDAHL RD(TIED TO 6932-14)	2022	under construction, complete fall 2022
6910-111	MnDOT	MN 23	0	Demolition	IN DULUTH, HIGHWAY 23 BUILDING DEMOLITION IN THE MISSION CREEK AREA	2022	complete
6916-113N	MnDOT	US 53/MN 194/Lindahl Rd	0.4	Intersection Improvements	US 53 CONSTRUCT REDUCED CONFLICT INTERSECTION JCT US53/MN194/LINDAHL RD(TIED TO 6932-14)	2022	under construction, complete fall 2022
8821-332	MnDOT	NA	0	ITS	DISTRICTWIDE SIGNAL COMMUNICATION & PTZ CAMERAS	2022	under construction complete fall 2022
6982-343	MnDOT	I-35	1.1	Drainage Rehab	IN DULUTH, I-35 FROM 5TH AVE W TO LAKE AVE. REPAIR DRAINAGE STRUCTURES	2022	complete
8821-353	MnDOT	US 53	0	Traffic Control Devices/Safety	Highway 53 from Duluth to International Falls. Sign replacement various locations	2022	under construction complete fall 2022
6915-138	MnDOT	US 53	0.5	Reconstruction	IN DULUTH, US 53 FROM W. MICHIGAN ST TO JCT OF W. 4TH ST. BITUMINOUS & CONCRETE SUFRACING, RETAINING WALLS, REPLACE BR# 69802, 69802A, 69802B, 69802C, 69802D, 69802E, AND 69801G WITH NEW BRIDGES 69139, 69139A, 69139B, 69139C, 69139D & 69139E	2022	under construction, complete 2024
6980-62	MnDOT	I-535	0.4	Reconstruction	IN DULUTH, I-535 FROM SI-35 TO MINNESOTA STATE LINE. GARFIELD AVE. INTERCHANGE IMPROVEMENTS, CONCRETE SURFACING, RETAINING WALLS, REPLACE BRIDGES 69808, 69808A, 69809 & 69810 WITH NEW BRIDGES 69808, 69808A, 69809 & 69810. (AC PROJECT, PAYBACK 2023)	2022	under construction, complete 2024
069-070-043	St. Louis County	NA	0	Pavement markings	ST LOUIS COUNTYWIDE SAFETY IMPROVEMENTS. 6" EDGE LINES	2022	Work Completed
069-637-025	St. Louis County	CSAH 37	0.01	Roundabout	IN DULUTH, CONSTRUCT ROUNDABOUT, JCT JEAN DULUTH RD (CSAH 37), SNIVELY RD (CSAH 37) & GLENWOOD ST (ASSOC. 118-162-016, 118-163-004) (TIED 069-609-047)	2022	Under Construction
069-609-047	St. Louis County	CSAH 9	1.56	Resurface	IN DULUTH, RESURFACE ARROWHEAD RD (MSAS 160) FROM DODGE AVE TO WOODLAND AVE, WOODLAND AVE (CSAH 9) FROM SNIVELY RD TO ARROWHEAD RD, & SNIVELY RD (CSAH 37) FROM WOODLAND AVE TO GLENWOOD ST - SIGNALS, TURN LANES, PEDESTRIAN IMPROVEMENTS (ASSOC. 069-637-026, 118-157-023, 118-160-024) (TIED 069-637-025)	2022	Under Construction
069-070-055	St. Louis County	MN 210	0.4	Bridge Rehabilitation	MNDOT D1/ST LOUIS COUNTY BRIDGE BUNDLE PARTNERSHIP TO REPLACE BRIDGES AND BOX CULVERTS, INCLUDES MNDOT BRIDGES ALONG MN 210 #6290, 6292, 6293 & 6294. ST LOUIS COUNTY IS LEAD (ASSOC 8821-336)	2022	Construction begins June 2023
069-070-055A	St. Louis County	MN 210	0.4	Bridge Rehabilitation	MNDOT D1/ST LOUIS COUNTY BRIDGE BUNDLE PARTNERSHIP TO REPLACE BRIDGES AND BOX CULVERTS, INCLUDES MNDOT BRIDGES ALONG MN 210 #6290, 6292, 6293 & 6294. ST LOUIS COUNTY IS LEAD (ASSOC 8821-336)	2022	Construction begins June 2023
202-101-014	Hermantown	Ugstad Rd & Arrowhead Rd	2	Intersection Improvements	IN HERMANTOWN, UGSTAD RD & ARROWHEAD RD 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)	2022	Under Construction
TRF-0016-22A	DTA	Transit	0	TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	2022	Ongoing
TRF-0016-22B	DTA	Transit	0	TRANSIT OPERATIONS	SECT 5307: DULUTH OPERATING ASSISTANCE ROUTE	2022	Ongoing
TRF-0016-22D	DTA	Transit	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5339: DULUTH TRANSIT AUTHORITY; DTA OPERATING CENTER ELECTRICAL SYSTEM UPGRADES	2022	In design/engineering
TRF-0016-22F	DTA	Transit	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5339: DULUTH TRANSIT AUTHORITY; UPGRADE TRANSMASTER/TRAPEZE SUITE	2022	Project development
TRF-0016-22G	DTA	Transit	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5307: DULUTH TRANSIT AUTHORITY; ITS	2022	Spec development
TRF-0016-22H	DTA	Transit	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5339: DULUTH TRANSIT AUTHORITY; PROCURE AND INSTALL PASSENGER AMENITIES. VARIOUS LOCATIONS	2022	Spec development, in design
TRF-0016-22I	DTA	Transit	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5307: DULUTH TRANSIT AUTHORITY; BUS STOP AMENITIES & DESIGN	2022	In design/engineering
TRF-0016-22J	DTA	Transit	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5307 FY2017, 2018, & 2020: DULUTH TRANSIT AUTHORITY OPERATION CENTER FACILITY REHABILITATION	2022	In design/engineering
TRF-0016-22K	DTA	Transit	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5339: DULUTH TRANSIT AUTHORITY; PASSENGER AMENITIES - TRANSFER FACILITY DULUTH/HERMANTOWN MN	2022	In design/engineering
TRF-0016-22L	DTA	Transit	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5339: DULUTH TRANSIT AUTHORITY; TRANSIT SIGNAL PROGRAMMING (TSP)	2022	Project development
TRF-0016-22M	DTA	Transit	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5339: DULUTH TRANSIT AUTHORITY; FAT TIRE BIKE RACK	2022	Spec development
TRF-0016-22N	DTA	Transit	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5307: DULUTH TRANSIT AUTHORITY; DTA BUS RAPID TRANSIT FEASIBILITY AND CORRIDOR STUDY	2022	Spec development
TRS-0016-22T	DTA	Transit	0	TRANSIT VEHICLE PURCHASE	DULUTH TRANSIT AUTHORITY; PURCHASE FOUR (4) CLASS 700 DIESEL REPLACEMENT BUSES	2022	Waiting for award
TRS-0016-22TA	DTA	Transit	0	TRANSIT VEHICLE PURCHASE	DULUTH TRANSIT AUTHORITY; PURCHASE TWO (2) CLASS 700 ELECTRIC REPLACEMENT BUSES	2022	Waiting for award
TRF-0016-22O	DTA	Transit	0	TRANSIT VEHICLE PURCHASE	DULUTH TRANSIT AUTHORITY; PURCHASE TWO (2) CLASS 700 ELECTRIC REPLACEMENT BUSES (FY2014 FUNDS)	2022	Waiting for award
TRF-9069-22	ARDC	Transit	0	Mobility Management	SECT 5310: ARROWHEAD REGIONAL DEVELOPMENT COMMISSION MOBILITY MANAGEMENT 7/1/2022 - 6/30/2023	2022	Ongoing

DATA UPDATE
AUGUST 2024

Common Acronyms

AC – Advance Construction
ADA – Americans with Disabilities Act
ADT – Average Daily Traffic
ARDC - Arrowhead Regional Development Commission
ATIP - Area Transportation Improvement Program
BF – Bond Funds
BIL – Bipartisan Infrastructure Law
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
ELLE - Early Let Late Encumbrance
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
IJA – Infrastructure Investment and Jobs Act
LF – Local Funds
MTP – Long-range Metropolitan Transportation Plan
MIC - Metropolitan Interstate Council
MnDOT - Minnesota Department of Transportation
MPO - Metropolitan Planning Organization
NEMNATP - 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

Posted 6/29/24 – Duluth News-Tribune

NOTICE OF 30-DAY PUBLIC COMMENT PERIOD

Draft 2025-2028 Transportation Improvement Program for the Duluth Metropolitan Area

The Duluth-Superior Metropolitan Interstate Council (MIC), located at the Arrowhead Regional Development Commission, 221 West First Street in Duluth, MN, has prepared a draft 2025-2028 Transportation Improvement Program (TIP) for the Duluth Metropolitan Area. The draft TIP lists all transportation projects in the greater metropolitan area that are proposed to receive federal transportation funds for the upcoming four-year period 2025-2028.

To view the draft TIP online, visit <https://dsmic.org/transportation-improvement-program/duluth2028>.

Public comments are being taken from July 1 through July 30, 2024 on the draft TIP and its proposed projects. Contact Prescott Morrill, by email at pmorrill@ardc.org or by phone at (218) 529-7573 with comments, questions or to request a printed copy of the document. Free TTY services are available through Minnesota Relay at 800-627-3529.

Three virtual public input sessions will be held on Wednesday, July 17, 2024 from 9am-10am, 12:00 noon-1:00 pm and 4:30pm-5:30pm to review the proposed projects, answer questions and take comments. These meetings will be held online and can also be accessed by telephone. **Information to access these meetings can be viewed on the TIP web page at <https://dsmic.org/transportation-improvement-program/duluth2028>.** Public access and public comment opportunities will be provided as permitted by Minn. Stat. § 13D.021 for local government meetings, allowing the use of communications media technology such as telephone and video conferencing.

The draft TIP, along with all comments received, will be considered for final approval at the MIC Board meeting on August 21, 2024. Approval of the 2025-2028 TIP by the MIC Board authorizes the use of federal funds for all regionally significant transportation projects within the greater Duluth area for those four years.

Public comment is solicited for a 30-day period in accordance with the MIC's Public Involvement Plan for this Draft document. The MIC's public participation process satisfies the Duluth Transit Authority's public participation requirements for the program of projects.
(Jun. 29, 2024)