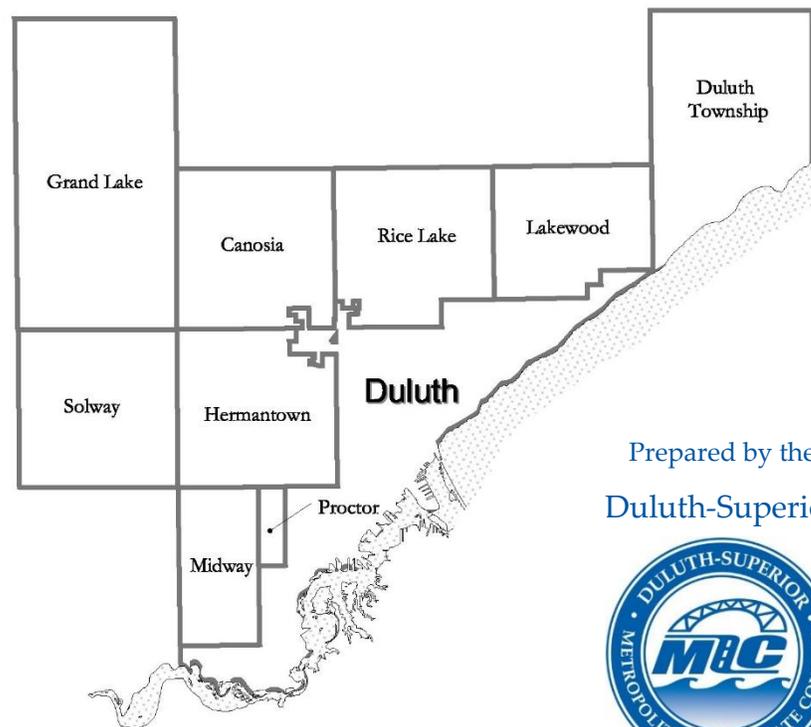


2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM for the Duluth, MN Metropolitan Planning Area



Prepared by the
Duluth-Superior



Metropolitan Interstate Council

Adopted by MIC Policy Board 8/21/24

Approval by FHWA/FTA: 11/12/24

FY 2025-2028 Transportation Improvement Program for the Duluth, Minnesota Metropolitan Planning Area

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



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To view this TIP online:
www.dsmic.org/duluth2028/

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

The Duluth-Superior Metropolitan Interstate Council, as the designated Metropolitan Planning Organization (MPO) for the Duluth-Superior Metropolitan Planning Area, is required to develop a Transportation Improvement Program (TIP)—a list of upcoming federally-funded transportation projects programmed within the Duluth and Superior areas for at least the next four years.

The TIP process serves to implement priority projects identified in the MIC's long range Transportation Plan (MTP). The Duluth Metropolitan Area TIP lists all projects programmed for the Minnesota side of the bi-state metropolitan area. (Projects planned for the Wisconsin side are programmed in a separate Superior Metropolitan Area TIP).

The geographical boundary of the Duluth-Superior Metropolitan Planning Area can be viewed on Map 1 on the following page.

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. Its Policy Board consists of eighteen representatives representing the entire MPO area, primarily local and elected officials, as well as a representative from the Duluth Transit Authority Board and two citizen members who are appointed by their local units of government.

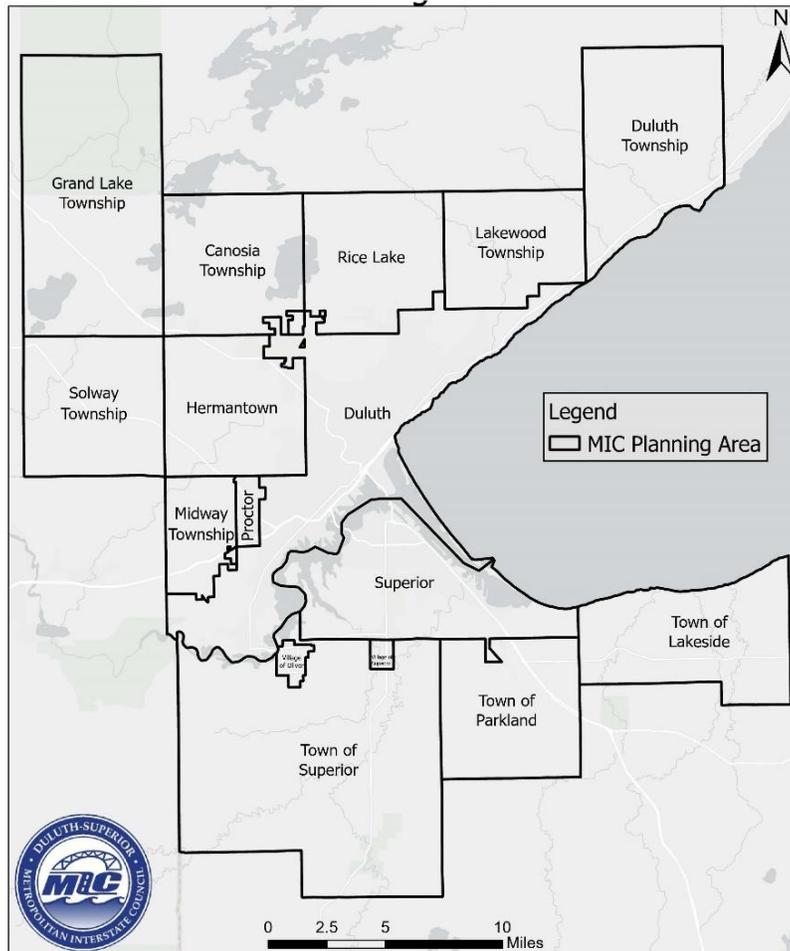
Planning Process

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



The Duluth Metropolitan Area TIP lists all projects programmed for the Minnesota side of the bi-state metropolitan planning area. (Projects planned for the Wisconsin side are programmed in a separate Superior Metropolitan Area TIP).

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

About the 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.

As a bi-state MPO, the MIC develops TIPs for both the Duluth, MN and Superior, WI metropolitan areas, in cooperation with the state and the area transit authority (MnDOT, WisDOT 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; the Duluth Area TIP includes projects from the Minnesota side of the Duluth-Superior Metropolitan Planning Area (see Map , and the Superior Area TIP includes projects from 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 Connection to the Long Range Metropolitan Transportation Plan (MTP)

As stated above, the projects in the TIP are included in *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, along with other MIC planning initiatives including the Bicycle and Pedestrian Plans and short-range studies as the 2021 Central Entrance Vision Plan and the Duluth Area I-35 Corridor Plan, provide specific recommendations for projects and future studies. 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 NHPP, STP, HSIP, CMAQ, and/or Metro Planning. Local Area Transportation Partnerships are selecting projects for the solicitation.

Federal Transit Administration (FTA)

Transit funding authorized by the FAST Act is managed in several ways. 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 represent one of several subcategories that represent different funding programs administered by the FTA to provide 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 ELLE is 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 IIJA. 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 planning 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*)

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 development of projects for inclusion in the TIP is done in conjunction with a regional process conducted by the Northeast Minnesota Area Transportation Partnership (NEMNATP).

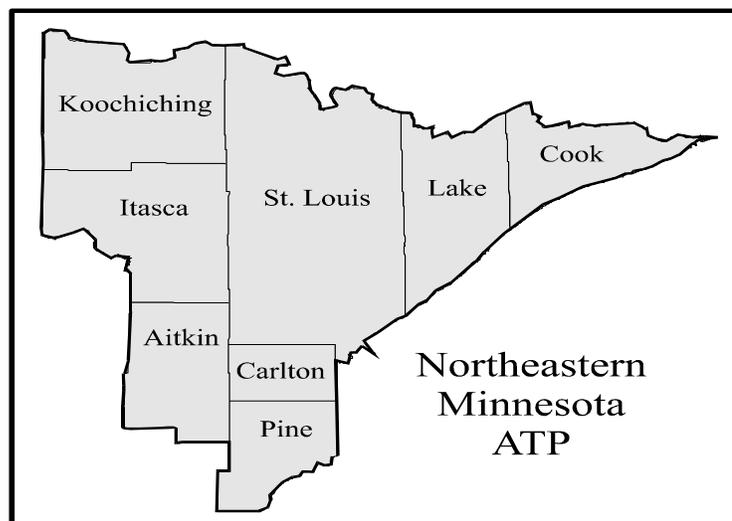
Northeast Minnesota Area Transportation Partnership

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.

Safe System Approach

The Safe System Approach, adopted by the USDOT and MnDOT, guides roadway safety efforts by promoting layers of protection that prevent crashes and minimize harm. This approach acknowledges and plans for human mistakes and vulnerabilities. By designing transportation systems to accommodate people, death and serious injuries can be better avoided in the case of crashes. This approach is based around 6 principles:

1. Death/serious injury is unacceptable
2. Humans make mistakes
3. Humans are vulnerable
4. Responsibility is shared
5. Safety is proactive
6. Redundancy is critical

To create redundancy, 5 different elements are utilized:

1. Safer People
2. Safer Roads
3. Safer Vehicles
4. Safer Speeds
5. Post Crash Care

Intentional planning processes and projects can reduce traffic safety incidents, and this approach guides the MICs decision making and project selection process within the TIP and other plans.

VMT Reduction

Minnesota aims to reduce vehicle miles traveled (VMT) by 20% per capita by 2050. Duluth, while not growing, is experiencing changes in demographics, and with these changes come fluctuating transportation preferences. Younger generations would drive less if able to, which must be planned for, and also is in line with MnDOT VMT goals. VMT can be reduced by implementing bicycle and pedestrian programs, complete streets, and transit-oriented development. The MIC's decision making and project selection process is also influenced by these factors. .

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 transportation projects scheduled to receive federal and/or state funding in the Duluth, MN Metropolitan Planning Area. 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

Est. Length (Miles) – Estimated length of the project

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

Technical 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 MnDOT funds.

Project Total \$ (STIP Total) – Total anticipated cost of the project.

Project Total \$ (Project 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 RAMP 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 RAMP 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 RAMP 69818A & 69870C AND SB ON RAMP 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 RAMP 69818A & 69870C AND SB ON RAMP 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 1535 & 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	\$ 1,480,000	\$ -	\$ -	\$ -	\$ 620,000	\$ 2,100,000	\$ 2,100,000
118-080-065	Duluth	Garfield Ave	0.3	PAVEMENT RESURFACE AND REHABILITATION	IN DULUTH, GARFIELD AVE 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							\$ 27,401,741	\$ -	\$ -	\$ 7,684,530	\$ 8,166,955	\$ 43,253,226	\$ 43,253,226
069-609-050AC	St. 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 EDGELINE 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

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. (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 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. (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)	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

Table 2: FY2026 (continued)

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

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

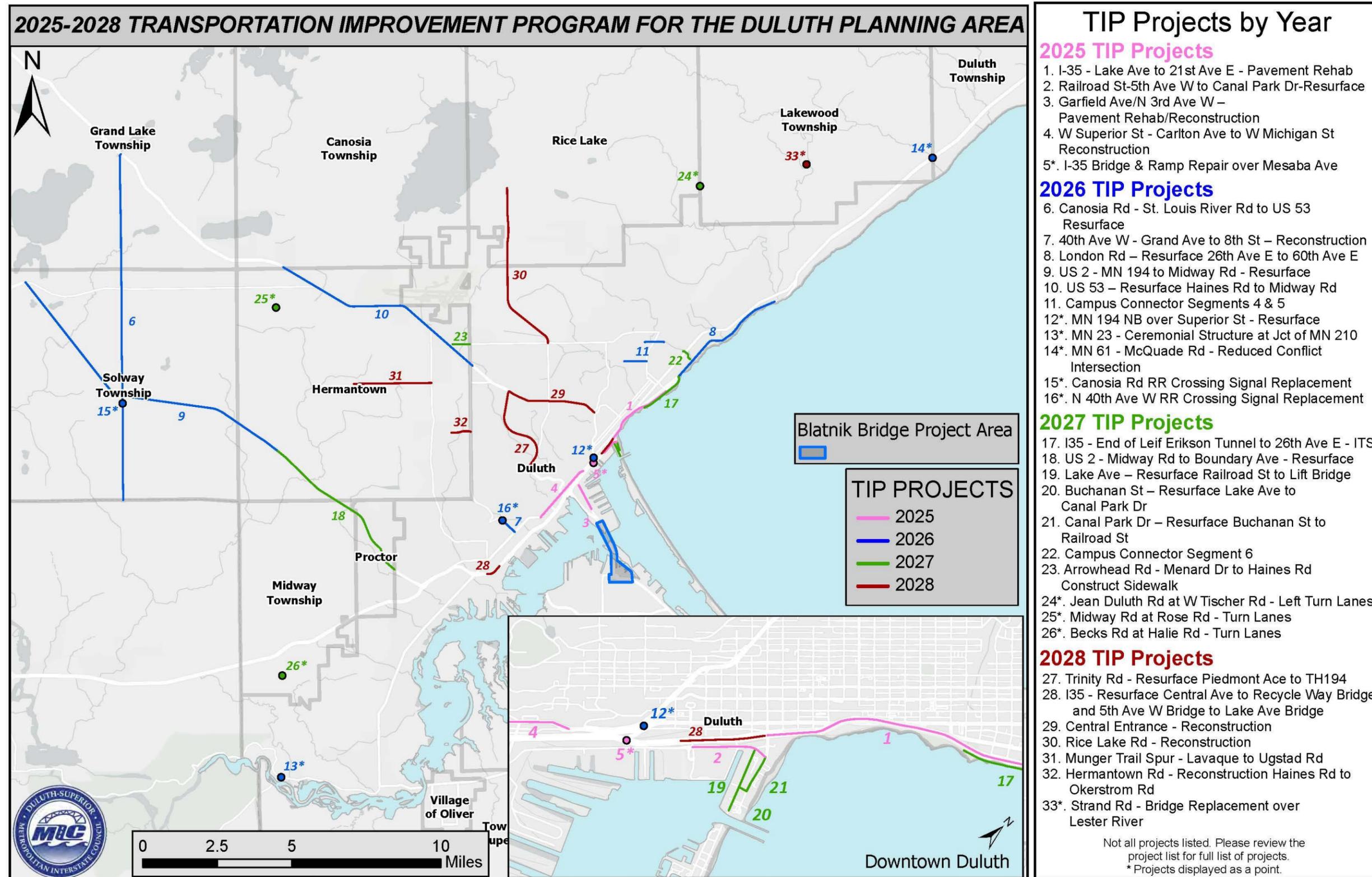
State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (STIP Total)	Project Total \$ (Project Total)
6925-148	MnDOT	MN 61	3.4	APPURTENANCE	MN 61(LONDON 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. (MINDOT 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	\$ 1,861,277	\$ -	\$ -	\$ -	\$ 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

Performance-Based Planning and Programming

Federal planning requirements direct Metropolitan Planning Organizations to establish performance measure (PM) targets for safety, pavement and bridge condition, travel and freight reliability, and transit asset management, and to plan and program projects in their annual Transportation Improvement Programs (TIPs) to contribute to the accomplishment of national, state and local transportation performance goals.

MPOs are further directed to incorporate the performance measures and their adopted targets into the development of their long range Metropolitan Transportation Plans. TIPs must also include an assessment, to the extent practicable, of how of those federally-funded investments will help to meet those PM targets.

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.
 - 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.

Performance Measures and Asset Management

- **Safety**
 - Number of fatalities
 - Fatalities per 100 million vehicle miles traveled
 - Number of serious injuries
 - Serious injuries per 100 million vehicle miles traveled
 - Number of non-motorized fatalities and non-motorized serious injuries
- **Infrastructure**
 - Percentage of pavements of the Interstate System in Good condition
 - Percentage of pavements of the Interstate System in Poor condition
 - Percentage of pavements of the non-Interstate NHS in Good condition
 - Percentage of pavements of the non-Interstate NHS in Poor condition
 - Percentage of NHS bridges classified as in Good condition
 - Percentage of NHS bridges classified as in Poor condition
- **System Performance on NHS**
 - Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate that are reliable
 - Non-Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the non-Interstate NHS that are reliable
- **Freight Movement**
 - Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index
- **CMAQ - Congestion Reduction (NOTE: not applicable to the MIC area)**
 - Peak Hour Excessive Delay (PHED) Measure: Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita
 - Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of Non-Single Occupancy Vehicle (SOV) Travel
 - Emissions Measure: Total Emission Reductions

MIC-Adopted Performance Measure (PM) Targets

MPOs may adopt and support the state's performance measure targets, develop their own targets, or use a combination of both for their metropolitan planning area. The MIC has decided to adopt MnDOT's statewide targets for safety, pavement and bridge condition, and NHS system performance, and the DTA's targets for transit asset management and safety performance.

MIC performance-based planning information can be found at:

dsmic.org/performance-measures-mn.

Performance Measures and Asset Management

PM 1: Safety - Highway Safety Improvement Program Performance Targets (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 Targets (2023-2025)

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 Targets - NHS Performance and Freight Movement (2023-2025)

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) Targets

The MIC Board originally passed Resolution #18-18 on September 19, 2018 adopting the DTA's Transit Asset Management (TAM) targets for CY 2019. Since that time, the DTA and the MIC annually review TAM and target data. Based on 2024 coordination and consultation with the DTA, its available data, and the DTA-approved TAM Plan & Performance Targets, the following TAM targets for 2025 are made part of the 2025-2028 TIP:

Asset	Targets
Rolling Stock	<10% of Fixed Route Vehicles and <20% of Paratransit vehicles have reached their useful life
Equipment	<35% of equipment (i.e. service vehicles) met or exceeded useful life benchmarks
Passenger/Parking Facility	<10% of Passenger/Parking facilities have a condition rating below 3 based on FTA's TERM scale
Administrative / Maintenance Facility	0% of Administrative/Maintenance Facilities have a condition rating below 3.

The DTA has a current fleet of 80 fixed-route buses (7-battery-electric) and an additional 12 paratransit vehicles. The DTA received funding for 2 electric buses in 2021 and are planned to be ordered in mid-2024 with an unknown delivery date. The DTA also received funding for the replacement of an additional 9 buses, with the purchase orders/agreements for those 9 buses are currently being finalized and should be delivered in 2025. For paratransit, the DTA put in an order for one replacement bus in late 2023 and will be putting in an order for an additional 5 in mid-2024. Delivery dates for the paratransit vehicles is unknown but likely more than a year away.

Performance Measures and Asset Management

Based on DTA rolling stock, 17.5% of buses, 100% of cutaways, and 100% of vans are beyond their useful life benchmark. Based on DTA equipment, 40% of automobiles, and 44% of trucks and other rubber tire vehicles are beyond their useful life benchmark. Based on DTA passenger/parking facility and administrative/maintenance facility data, 0% of facilities are beyond their useful life benchmark.

The DTA is committed to planning for the replacement of vehicles across its program offerings. Challenges include funding availability and the Duluth/Superior harsh environment. Availability and awards vary from year to year and relies heavily on federal funding sources. Additionally, supply chain and build times for vehicles has become so long that it is having a negative impact on operations and costs to maintain ageing vehicles. The DTA also deals with an atypical environment of long, harsh winters and steep roadways. The hills and snow/salt have a negative impact on the condition of all vehicles and can have increased maintenance needs.

Public Transportation Agency Safety Plan (PTASP) Targets

The Public Transportation Agency Safety Plan (PTASP) regulation requires covered public transportation providers and state DOTs to establish safety performance targets to address the safety performance measures identified in the National Public Transportation Safety Plan. The Duluth Transit Authority's Safety Performance targets were approved August 2023 by the DTA Board of Directors. Based on 2024 coordination and planning efforts between the Duluth Transit Authority and MPO representatives, the PTASP targets are incorporated into the 2025-2028 Duluth TIP.

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 Measures and Asset Management

Anticipated Effect of Transportation Investments on Performance Measures

The MIC utilizes its planning and programming of improvement projects to contribute to the accomplishment of national, state and local transportation performance measure goals. Following is a brief discussion of the anticipated effect of the projects in this TIP on the performance measure targets.

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 – System Performance Targets - NHS Performance and Freight Movement, 2023-2025

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.

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 improve maintenance facilities to keep buses in safe working order. In regard to reliability targets, the DTA is continuing to upgrade technology, including signal programming to reduce delay on the street network and improving fare paying options and the associated technology to reduce time it takes to collect fares when passengers board the buses.

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

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.

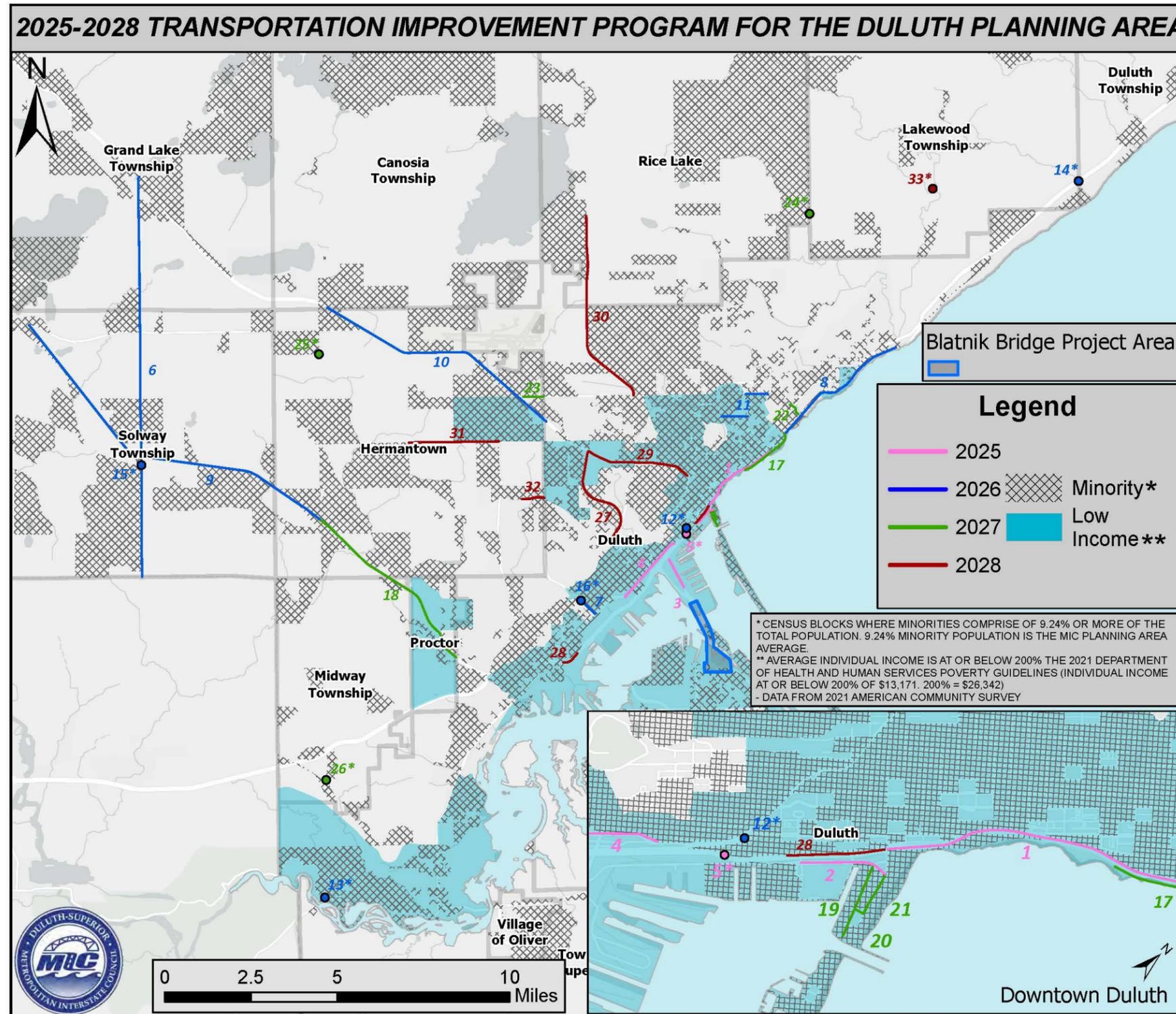
Drawing from the framework established by Title VI of the Civil Rights Act of 1964, as well as the 1969 National Environmental Policy Act (NEPA), the U.S. Department of Transportation (USDOT) set forth the following three principles to ensure non-discrimination in its federally funded activities:

- 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.

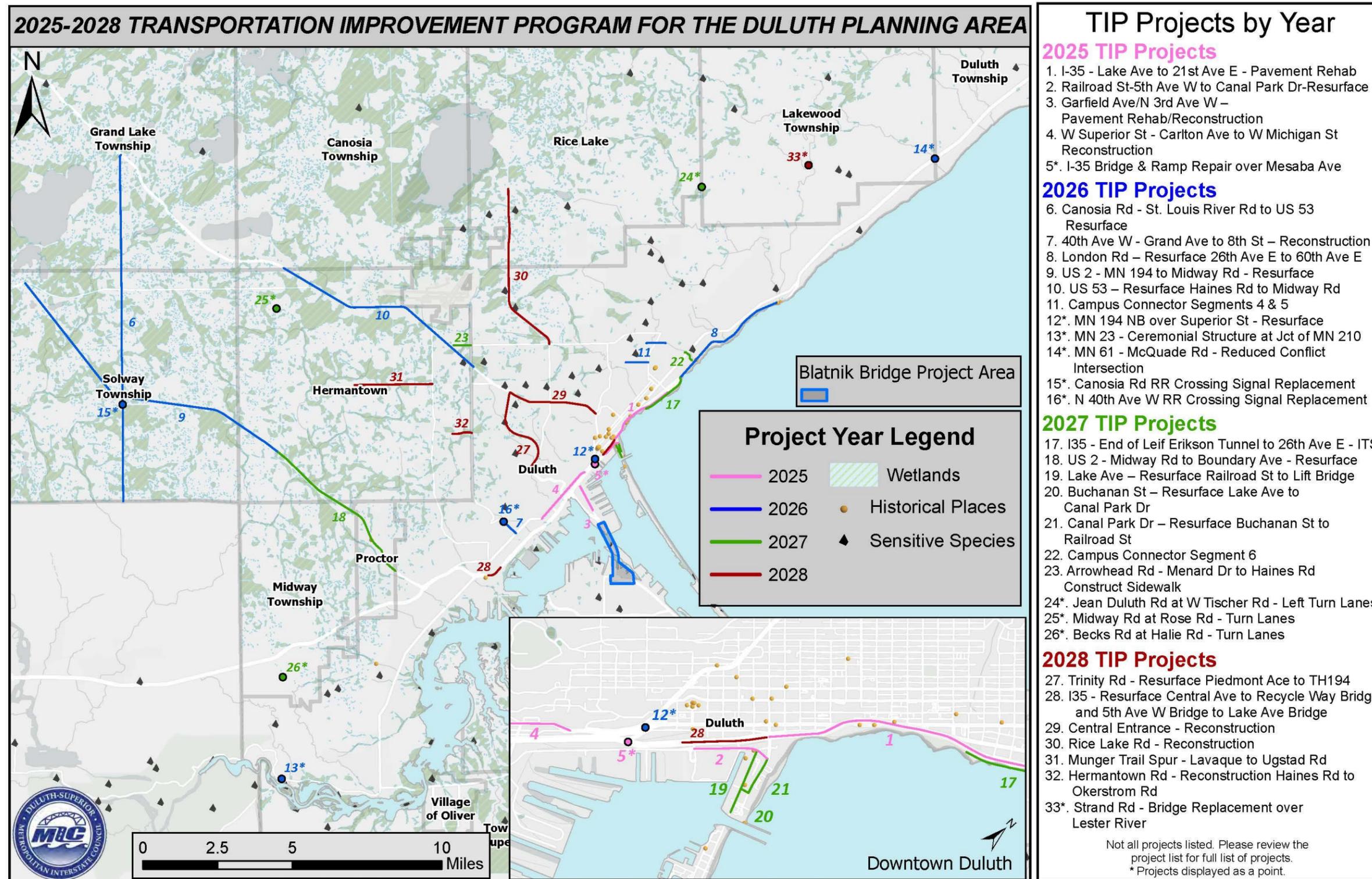
A community impact assessment highlights those transportation projects that could potentially have a negative impact on neighborhoods with larger populations of minority or low income residents. Map 4 identifies the high-concentration areas of minority and low-income populations in the Duluth area and 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 Low Income Populations



- ### TIP Projects by Year
- 2025 TIP Projects**
1. I-35 - Lake Ave to 21st Ave E - Pavement Rehab
 2. Railroad St-5th Ave W to Canal Park Dr-Resurface
 3. Garfield Ave/N 3rd Ave W – Pavement Rehab/Reconstruction
 4. W Superior St - Carlton Ave to W Michigan St Reconstruction
 - 5*. I-35 Bridge & Ramp Repair over Mesaba Ave
- 2026 TIP Projects**
6. Canosia Rd - St. Louis River Rd to US 53 Resurface
 7. 40th Ave W - Grand Ave to 8th St – Reconstruction
 8. London Rd – Resurface 26th Ave E to 60th Ave E
 9. US 2 - MN 194 to Midway Rd - Resurface
 10. US 53 – Resurface Haines Rd to Midway Rd
 11. Campus Connector Segments 4 & 5
 - 12*. MN 194 NB over Superior St - Resurface
 - 13*. MN 23 - Ceremonial Structure at Jct of MN 210
 - 14*. MN 61 - McQuade Rd - Reduced Conflict Intersection
 - 15*. Canosia Rd RR Crossing Signal Replacement
 - 16*. N 40th Ave W RR Crossing Signal Replacement
- 2027 TIP Projects**
17. I35 - End of Leif Erikson Tunnel to 26th Ave E - ITS
 18. US 2 - Midway Rd to Boundary Ave - Resurface
 19. Lake Ave – Resurface Railroad St to Lift Bridge
 20. Buchanan St – Resurface Lake Ave to Canal Park Dr
 21. Canal Park Dr – Resurface Buchanan St to Railroad St
 22. Campus Connector Segment 6
 23. Arrowhead Rd - Menard Dr to Haines Rd Construct Sidewalk
 - 24*. Jean Duluth Rd at W Tischer Rd - Left Turn Lanes
 - 25*. Midway Rd at Rose Rd - Turn Lanes
 - 26*. Becks Rd at Halie Rd - Turn Lanes
- 2028 TIP Projects**
27. Trinity Rd - Resurface Piedmont Ace to TH194
 28. I35 - Resurface Central Ave to Recycle Way Bridge and 5th Ave W Bridge to Lake Ave Bridge
 29. Central Entrance - Reconstruction
 30. Rice Lake Rd - Reconstruction
 31. Munger Trail Spur - Lavaque to Ugstad Rd
 32. Hermantown Rd - Reconstruction Haines Rd to Okerstrom Rd
 - 33*. Strand Rd - Bridge Replacement over Lester River
- Not all projects listed. Please review the project list for full list of projects.
* Projects displayed as a point.

Map 5: Project Locations and Historical Places and Sensitive Species



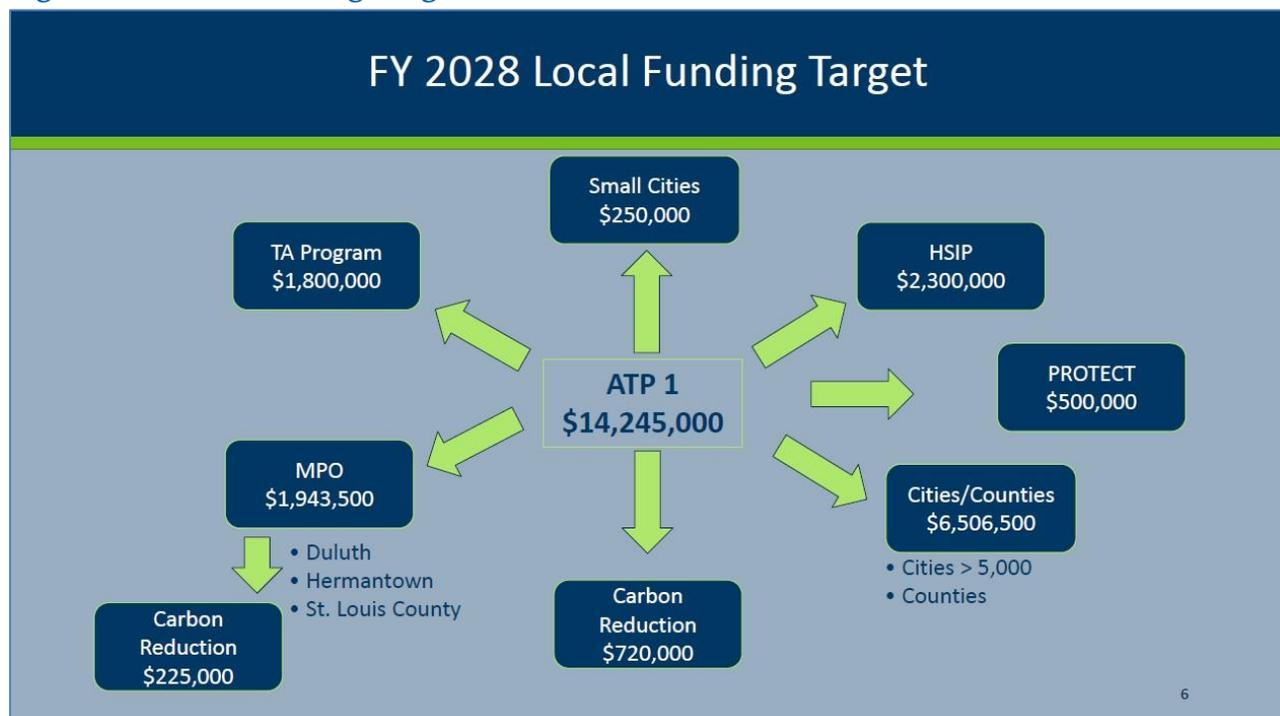
As the federally designated MPO for the Duluth-Superior metropolitan area, the MIC must demonstrate fiscal constraint when programming funding for projects in the TIP.

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 regard to the projects 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 represents 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							
					EXPENSES	REVENUES	
Jurisdiction	2025	2026	2027	2028	2024-2027 TIP (4-year total)	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	\$ 43,253,226	\$ 8,381,346	\$ 5,185,250	\$ 1,778,026	\$ 58,597,848	\$ 24	\$ 20
City of Hermantown/Other	\$ -	\$ -	\$ 281,250.00	\$ 5,477,744	\$ 5,758,994	\$ 4	\$ -
TOTAL	\$ 66,454,409	\$ 1,549,035,980	\$ 34,380,534	\$ 67,745,387	\$ 1,717,616,310	\$ 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 the 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 (next page) shows the DTA’s average annual funding levels based on historical expenditures. The DTA’s programmed investments 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)

Source	2025	2026	2027	2028	EXPENSES	REVENUES
					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

Public Involvement

The MIC is committed to being a responsive and participatory agency for regional decision-making. Project stakeholders and members of the public are given an opportunity to provide comment at key phases of the TIP’s development, in accordance with the MIC’s Public Involvement Plan. Details about proposed projects and the draft document are posted on the MIC website (dsmic.org) and presented to the MIC Policy Board and the Transportation Advisory Committee.

The MIC evaluates its public involvement process every year, as the first step in developing the new TIP for the next four-year period. From year to year, some of the outreach activities may be more proactive or more targeted than in other years, based on the type or location of projects. 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 public engagement strategy included the actions that were taken, below:

Figure 7: Public Engagement Strategy and Implementation

TIP Public Engagement Strategy: Identified Strategy Actions and Dates	Implementation Status
<p>November 2023</p> <p>1. Commencement of TIP cycle</p> <p>a) Conduct initial communications, update TIP engagement strategy, and hold pre-application meeting with eligible jurisdictions.</p>	<p>1. Completed.</p>
<p>December 2023 - March 2024</p> <p>2. Project Solicitation/ Project Selection Process</p> <p>a) Announce start of project selection process at December TAC and MIC and DTA meetings; explain application materials/process (introduce project timeline).</p> <p>b) Publish project applications on the MIC website.</p> <p>c) Emphasize “public involvement” category as a key component of project criteria and report any public comments received when projects are presented for inclusion in the draft TIP at March TAC and MIC meetings.</p>	<p>2. Completed</p>

April 2024 - June 2024**4. Update and/Release the Draft TIP**

- a) **April:** Update all sections of draft TIP document. Include maps of project locations and community impacts.
- b) **May:** Distribute first draft TIP to federal and state oversight agencies as well as jurisdictional project contacts for review and comment prior to June TAC and MIC meetings, and incorporate all comments into draft TIP for public release.
- c) **June:** Distribute final (revised) draft TIP to TAC and MIC members prior to June meetings (
- d) **June:** Present draft TIP at June TAC and MIC meetings and request release for 30-day public comment period eff. July 1).
- c) **June:** Post draft TIP on MIC website and publish legal notice in Duluth News Tribune, immediately prior to 30-day Public Review period.

4. Completed**July 2024****5. Draft TIP / Public Comment Period**

- a) Hold at least one public open house to review the draft TIP and take public comments during the public comment period.
- b) Hold formal consultation with state and federal oversight agencies during the public comment period.
- c) Incorporate all comments into final TIP and document changes made in the public engagement section.

5. Completed**August 2024****6. Final TIP**

- a) Post final TIP on MIC website
- b) Distribute final TIP to TAC and MIC members for their review at least one week prior to August meetings.
- c) Present final TIP for approval/adoption at August TAC and MIC meetings; report public comments received.
- d) Send final TIP and MIC Board Resolution to MnDOT for their distribution for inclusion in STIP.

6. Completed

Note, TIP is not finalized until all MnDOT, FTA and FHWA approvals have been received (Duluth area TIP projects are included in the STIP).

Public Comments Received

In July 2024, the MIC conducted three 1-hour virtual public input sessions on Wednesday, 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

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

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)

RESOLUTION 24-12
OF THE
DULUTH-SUPERIOR-METROPOLITAN-INTERSTATE-COUNCIL

*Adopting the 2025–2028 Transportation Improvement Program
for the Duluth, Minnesota Metropolitan Planning Area*

¶
WHEREAS, the Duluth-Superior Metropolitan Interstate Council (MIC) was created by the Arrowhead Regional Development Commission (ARDC) and the Northwest Regional Planning Commission (NWRPC) and is designated by the Governors of Minnesota and Wisconsin as the Metropolitan Planning Organization (MPO) with responsibility for performing urban transportation planning in accordance with U.S.C. 134 for the Duluth-Superior Metropolitan Planning Area; and

¶
WHEREAS, the Metropolitan Interstate Council has established a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process to develop a Unified Planning Work Program, a long-range Metropolitan Transportation Plan, and a Transportation Improvement Program to facilitate federal funding for communities, counties, and transit operators, and to provide technical assistance and expertise to transportation interests; and

¶
WHEREAS, US Department of Transportation regulations require the development and annual adoption of a Transportation Improvement Program (TIP) for the Duluth metropolitan planning area, in cooperation with local elected and appointed highway and transit officials, special interest and service organizations, including users of public transit, the Minnesota Department of Transportation, the U.S. DOT, the Federal Highway (FHWA) and Transit (FTA) Administrations; and

¶
WHEREAS, projects utilizing funding under 23 USC and 49 USC Chapter 53 must be included in a Transportation Improvement Program (TIP) adopted by the MIC Policy Board for the Duluth metropolitan planning area; and

¶
WHEREAS, the CY 2025-2028 Duluth Metropolitan Planning Area TIP is an implementation of *Sustainable Choices 2045*, the long-range Metropolitan Transportation Plan for the Duluth-Superior metropolitan planning area, and is fiscally constrained; and

¶
WHEREAS, the Metropolitan Interstate Council has solicited a 30-day public comment period on the draft CY 2025-2028 Duluth Metropolitan Planning Area TIP and any public comments received are recorded and addressed in the final TIP document; and

¶

WHEREAS, U.S. Department of Transportation regulations, 23 CFR 450.336(a), provide for self-certification that the urban transportation planning process is being carried out in conformance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color or national origin in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and carried forward in the BIL/IIJA, and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT-funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

WHEREAS, in accordance with 23 CFR 450.336(a), the Duluth-Superior Metropolitan Interstate Council hereby certifies that the metropolitan planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements as described above, and that the TIP contains only projects that are consistent with the current long-range Duluth-Superior Metropolitan Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED, that the Duluth-Superior Metropolitan Interstate Council Policy Board adopts the 2025-2028 Transportation Improvement Program for the Duluth Metropolitan Planning Area.

ATTEST:

	
Wayne Boucher, Minnesota Co-Chair	Nick Baker, Wisconsin Co-Chair

	August 21, 2024
Ron Chicka, MIC Director	Date