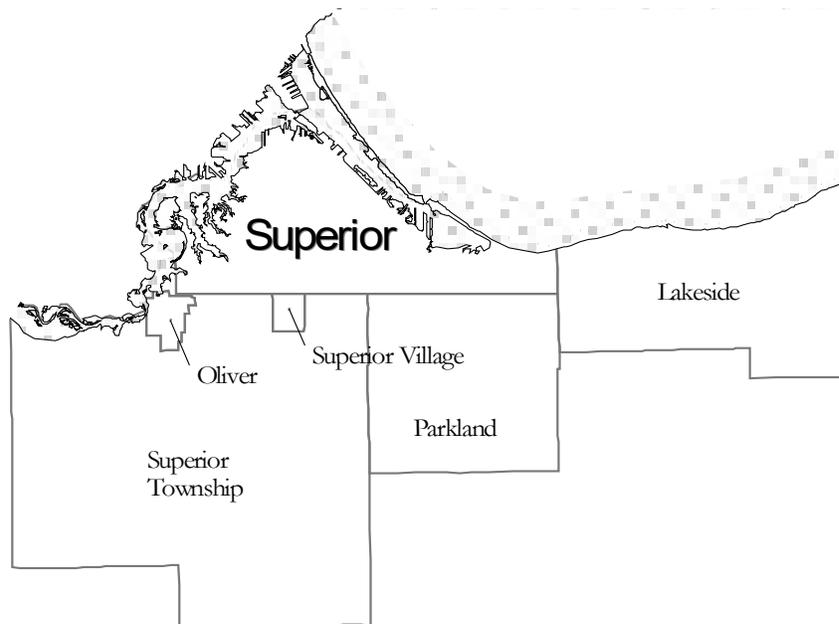


# 2025-2028 Transportation Improvement Program

For the Superior MPO Area



Final Draft for Consideration of Approval  
October 16, 2024

Prepared by the  
Metropolitan Interstate Council

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



# 2025-2028 Transportation Improvement Program for the Superior MPO Area

Prepared by the

NWRPC



U.S. Department of Transportation  
**Federal Transit Administration**



U.S. Department of Transportation  
**Federal Highway Administration**

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and the  
Northwest Regional Planning Commission*

**To view this plan online  
or for more information  
please visit [www.dsmic.org](http://www.dsmic.org)**

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

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# DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

## Member and Staff Listing – August 2024

<b>MIC Policy Board</b>	<b>Transportation Advisory Committee</b>
Broc Allen – Douglas Co. Suburban Townships	Derek Fredrickson – MnDOT District 1
Teresa Tomanek – Duluth City Council	David Bolf – City of Hermantown
Ed Anderson – City of Superior Citizen Rep	Jim Foldesi – St. Louis County
Nick Baker – Douglas County Board ( <i>WI Co-chair</i> )	Jason Jackman – Highway Commissioner
Wayne Boucher – City of Hermantown ( <i>MN Co-Chair</i> )	Todd Janigo – Public Works Director
Chad Ward– City of Proctor	James Gittemeier– City of Duluth Planning
Scott Welsh – St. Louis County Suburban Townships	Maren Webb – MnDOT
Jenny VanSickle – Superior City Council	Cari Pedersen – City of Duluth Engineering
Mike Mayou – Duluth City Council	Chris Lee – City of Duluth
Annie Harala – St. Louis County	Chris Carlson – City of Superior
Bob Quade –City of Rice Lake	Kate Ferguson – Duluth Seaway Port Authority
John Lohse – Douglas County Board	Cindy Voigt – City of Duluth Engineering
Tom Szukis – Duluth Transit Authority	Tom Werner – Duluth Airport Authority
Nick Ledin – Superior City Council	Mae Sommerfeld – WisDOT
Sam Pomush – Douglas County Board	Jess Rich – City of Proctor
Randy Skowlund – Douglas County Board	Karl Schuettler – The Northspan Group
Mark Johnson – Superior City Council	Chris Belden – Duluth Transit Authority
Yauhen Karatai – City of Duluth Citizen Rep	Skip Williams – Active Transportation
<b>MIC Staff – ARDC</b>	<b>MIC Staff - NWRPC</b>
Ron Chicka, MIC Director	Sheldon Johnson, MIC Deputy Director
Tari Aanonsen, Administrative/Finance Assistant	
Mike Wenholz, Principal Planner	
Prescott Morrill, Transportation Planner	
Richard Sarran, GIS Specialist	
Rondi Watson, Senior Planner, Communications Specialist	

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***Map Disclaimer***

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

# Chapter 1: Introduction

## Overview

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

The Metropolitan Interstate Council (MIC), the body responsible for making transportation policy decisions and for directing the transportation planning and development function within the Duluth/Superior MPO area, has prepared and adopted a TIP each year since 1976. The TIP effort is conducted in order to specify a coordinated, multi-modal transportation program that includes a full range of transportation improvements being considered during the 2025-2028 process.

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

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

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

## Metropolitan Planning Organizations

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

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

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

The current federal transportation bill *Infrastructure Investment and Jobs Act (IIJA)* identifies ten planning factors (23 CFR 450.306(b)) that must be considered in the transportation planning process. The processes used to select projects to be programmed through the Superior MPO Area TIP is based on these factors:

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

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

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

### **Duluth-Superior Metropolitan Interstate Council**

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

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

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

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

### **Metropolitan Transportation Plan (MTP)**

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

## Chapter 2: Self Certification

### Certification

#### Transportation Planning Process

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

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

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

Furthermore, the MPO certifies that the TIP contains only projects that are consistent with the MTP for the MPO area(s).

# Chapter 3: Transportation Planning Process

## Overview

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

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

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

## Performance Measures & Asset Management

### Introduction

The IIJA requires incorporation of Performance-Based Planning and Programming (PBPP) be used in development of the Metropolitan Planning Organization (MPO) Metropolitan Transportation Plan (MTP) and Transportation Improvement Plans (TIP). The Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Final Rule further defined the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the 23 CFR 490.101 performance measures targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets (23 CFR 450.326(d)).

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

set by DTA. MIC performance based planning information can be found at <http://dsmic.org/study/performance-measures/>.

#### 23 USC 150: National Performance Measures

- **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>

#### 49 USC 625 and 23 CFR 490: National Performance Measures

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

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

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

***PM 1 – Safety***

For the Wisconsin portion of the MIC area, the MIC Board approved Resolution #24-14 on October 16, 2024, adopting the WisDOT recommended Highway Safety Improvement Program (HSIP) Performance Measure Targets for 2025 as follows.

<b>Measure</b>	<b>2025 Targets</b>	<b>Prior Year 2024 Targets</b>
Number of Traffic Fatalities	579.8	588.8
Number of Serious Injuries	3,082.1	3,033.7
Rate of Traffic Fatalities	0.904 per 100 million VMT <i>(Vehicle Miles Traveled)</i>	0.915 per 100 million VMT <i>(Vehicle Miles Traveled)</i>
Rate of Serious Injuries	4.808 per 100 million VMT <i>(Vehicle Miles Traveled)</i>	4.726 per 100 million VMT <i>(Vehicle Miles Traveled)</i>
Number of Non-Motorized Fatalities & Serious Injuries	380.8	371.8

***PM 2 – NHS Pavement and Bridge Condition***

For the Wisconsin portion of the MIC area, the MIC Board passed Resolution #23-14 on May 17, 2023 adopting the WisDOT recommended PM 2 NHS Pavement and Bridge Condition Performance Targets. As a result, the following 2- and 4-year targets are made part of the 2025-2028 TIP. Based on 2024 coordination and consultation with WisDOT and its available data, the following 2- and 4-year targets are made part of the 2025-2028 TIP. Future updates will be incorporated as WisDOT targets are developed or updated.

<b>Measure</b>	<b>2-Year Target (2023)</b>	<b>4-Year Target (2025)</b>
Percent of NHS* Bridges Classified as in Good Condition	>49%	>48%
Percent of NHS Bridges Classified as in Poor Condition	<3%	<3%
Percent of Interstate Pavement in Good Condition	>60%	>60%
Percent of Interstate Pavement in Poor Condition	<4%	<4%
Percent of Non-Interstate NHS Pavement in Good Condition	>30%	>30%
Percent of Non-Interstate NHS Pavement in Poor Condition	<10%	<10%

*\*NHS = National Highway System*

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

For the Wisconsin portion of the MIC area, the MIC Board passed Resolution #23-14 on May 17, 2023 adopting the Wisconsin recommended PM 3 System Reliability Performance Targets. As a result, the following 2- and 4-year targets are made part of the 2025-2028 TIP. Based on 2024 coordination and consultation with WisDOT and its available data, the following 2- and 4-

year targets are made part of the 2025-2028 TIP. Future updates will be incorporated as WisDOT targets are developed or updated.

Measure	2-Year Target (2023)	4-Year Target (2025)
Percent of Reliable Person Miles on the Interstate	92.5%	93.0%
Percent of Reliable Person Miles Reliable on the Non-Interstate NHS	91.0%	89.5%
Truck Travel Time Reliability Index	1.3	1.3

*\*NHS = National Highway System*

### ***Transit Asset Management Targets***

The MIC Board originally passed Resolution #18-18 on September 19, 2018 adopting the DTA’s Transit Asset Management (TAM) targets for CY 2019. Since that time, the DTA and the MIC annually review TAM 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 reach 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.

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)***

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’s and MPO representatives, the PTASP targets are incorporated into the 2025-2028 Superior TIP.

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

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

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

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

**MPO’s Performance-Based Planning and Programming Processes**

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

performance targets. TIP project solicitation and projects within the TIP will work to deliver efforts in meeting the adopted performance based measures. Additionally, the MTP will provide the overall long term objectives for guidance to help the MPO and Wisconsin Department of Transportation annually set performance measures and future projects to positively influence these measures. MIC performance based planning information can be found at <http://dsmic.org/study/performance-measures/>.

### **Linkage of Investments to Established Performance Measures**

Jurisdictional entities will analyze the adopted performance based measures during consideration of project development. This review will enable engineers and local planning staff opportunities to determine how different aspects of project scoping and development scenarios may positively or negatively impact performance measures locally.

### **Future Performance Measure Activities and Coordination**

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

## Chapter 4: 2025-2028 Transportation Improvement Program for the Superior MPO Area

The 2025-2028 Transportation Improvement Program (TIP) lists priority transportation projects programmed for implementation in the Superior MPO area. All transportation projects programmed to use Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funds must first be included in an approved TIP prepared by the Duluth-Superior Metropolitan Interstate Council (MIC). Amendment processes will adhere to guidance language prepared by FHWA and WisDOT and included in the MIC Public Involvement Plan as represented in the appendix. Additionally, the Duluth-Superior Metropolitan Interstate Council, WisDOT and the Duluth Transit Authority hereby agree to the following procedures in advancing projects from the approved TIP for federal funding commitment.

### **Expedited Project Selection Procedures**

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

Projects in the 2025-2028 TIP are listed on the following pages of Chapter Four. Projects were solicited from representative units of government in the MPO area, the Duluth Transit Authority, and Wisconsin Department of Transportation and are found to be consistent with the findings of the Duluth/Superior MTP. WisDOT relies on the public involvement process conducted by the MPO in the development of their TIP to satisfy the Federal Transit Administration program and planning requirements as established for the Section 5307/5309 programs. The *Annual List of Obligated Projects* can be found at [www.dsmic.org](http://www.dsmic.org).

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

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

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

**2025-2028 TRANSPORTATION IMPROVEMENT PROJECTS (ROADWAY)**

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2025	2026	2027	2028	Illustrative	Federal	State	Local	Total
<b>WisDOT 113-21-001</b> Hammond Avenue N 21st Street to N 28th Street 0.50 miles Reconstruction 8998-00-36 STP Urban	PE									
	ROW									
	CONST	4,899					1,376		3,523	4,899
	TOTAL	4,899					1,376		3,523	4,899
<b>WisDOT 113-21-002</b> USH 53/East 2 <sup>nd</sup> Street 2 <sup>nd</sup> Ave E to Hughitt Ave/Blatnik Bridge Resurfacing 1.552 miles NHPP 1198-03-73	PE									
	ROW									
	CONST	3,614					2,752	688	174	3,614
	TOTAL	3,614					2,752	688	174	3,614
<b>WisDOT 113-21-011</b> USH 53/East 2 <sup>nd</sup> Street E Street Intersection Safety Improvements 6.52 miles HSIP  1198-03-80	PE									
	ROW									
	CONST	1,342					1,202	140		1,342
	TOTAL	1,342					1,202	140		1,342
<b>WisDOT 113-22-002</b> USH 2 Superior to Wentworth STH 13 - Bridge Rehab B-16-0024 T. Parkland Deck Overlay, Joint Replacement 1195-03-70 NHPP/Fed/State	PE									
	ROW									
	CONST	947					758	189		947
	TOTAL	947					758	189		947
<b>City of Superior 11-23-004</b> E 5 <sup>th</sup> Street 24 <sup>th</sup> Ave E to 31 <sup>st</sup> Ave E Reconstruction LRIP MSIGT MSSIS	PE									
	ROW									
	CONST	2,300					1,341		959	2,300
	TOTAL	2,300					1,341		959	2,300

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2025	2026	2027	2028	Illustrative	Federal	State	Local	Total
<b>WisDOT 113-23-011</b> Marina Drive Marina Drive N to Barkers Island 0.14 miles STBG-U 8998-00-62	PE ROW CONST TOTAL			2,209			1,236	973	2,209	
<b>WisDOT 113-23-016</b> STH 105 Culvert Replacement on unnamed tributary to Pokegama River- Construction 0.0 miles Protect 8760-00-72	PE ROW CONST TOTAL		3,433				2,746	687	3,433	
<b>WisDOT 113-24-001</b> USH 2 Superior-Wentworth 53 <sup>rd</sup> Ave E to CTH C Pavement Resurfacing 6.52 miles STPG-U 1180-00-60	PE ROW CONST TOTAL			11,116			8,893	2,223	11,116	
<b>WisDOT 113-24-020</b> USH 2 – Bong Bridge Construction Zone Painting B16-0038-0013 0.0 miles MnDOT (local) 8680-00-74	PE ROW CONST TOTAL		2,427				1,042	1,385	2,427	
<b>WisDOT 113-24-021</b> IH 535–Blatnik Bridge Replacement/Construction B16-0005 to 0001 Reimbursement to MnDOT 0.0 miles 100% Wisconsin Bond Funding 1199-00-77	PE ROW CONST TOTAL		346,200				346,200		346,200	
<b>WisDOT 113-24-024</b> IH 535–Blatnik Bridge Replacement Preliminary Engineering B16-0005-0001 to 0005 0.0 miles 53% WisDOT Bond and 47% MnDOT 1199-00-12	PE ROW CONST TOTAL		4,700				2,491	2,209	4,700	

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2025	2026	2027	2028	Illustrative	Federal	State	Local	Total
<b>City of Superior 113-25-001</b> N 21 <sup>st</sup> Street Hammond Ave to Caitlin Ave Preliminary Eng for Resurfacing LRIP/MSID	PE		15						15	15
	ROW									
	CONST									
	TOTAL		15						15	15
<b>City of Superior 113-25-002</b> N 21 <sup>st</sup> Street Hammond Ave to Caitlin Ave Resurfacing LRIP/MSID	PE									
	ROW									
	CONST		704				359		345	704
	TOTAL		704				359		345	704
<b>WisDOT 113-25-003</b> STH 35 – CTH B South to 69 <sup>th</sup> St Real Estate Acquisition 0.0 miles  8010-00-27	PE									
	ROW		34.4					34.4		34.4
	CONST									
	TOTAL		34.4					34.4		34.4
<b>WisDOT 113-25-004</b> STH 13 NW Region, Thin Polymer Deck Overlays Various Locations B-16-0053 T. Lakeside Bridge Preventive – STBG 8590-02-73	PE									
	ROW									
	CONST				40.8		32.6	8.2		40.8
	TOTAL				40.8		32.6	8.2		40.8
<b>WisDOT 113-25-005</b> USH 53 Solon Springs – Superior B-16-0012 C. Superior 0.0 miles Bridge Rehab NHPP 1195-00-12	PE	20.6					16.5	4.1		20.6
	ROW									
	CONST									
	TOTAL	20.6					16.5	4.1		20.6
<b>WisDOT 113-25-006</b> USH 53 NW Region, Deck Sealing B-16-0012 C. Superior & B-16-0024 T. Parkland 0.0 miles Bridge Rehab NHPP 1190-03-77	PE									
	ROW									
	CONST				15		12	3		15
	TOTAL				15		12	3		15

**2025-2028 TRANSPORTATION IMPROVEMENT PROJECTS (RAIL)**

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2025	2026	2027	2028	Illustrative	Federal	State	Local	Total
<b>OCR 113-22-004</b>										
CTH W (Chicago Avenue)-Village of Oliver	PE									
WCL RR X-ing 251873N	ROW									
Rail Crossing Improvement	CONST	353					115	62	176	353
Safety WCL Local Match										
1009-89-27	TOTAL	353					115	62	176	353
<b>WisDOT 113-22-005</b>										
Rail-Highway Crossing Safety Level of Effort	PE									
Projects	ROW									
Safety	CONST	100					100			100
	TOTAL	100					100			100
<b>WisDOT 113-22-006</b>										
CTH C, Douglas County	PE									
Dewey-STH 35	ROW									
BNSF RR Xing 086402V	CONST	252.5					126.25		126.25	252.5
RR OPS/Safety Rail Warning Devices										
8758-00-52 BNSF Providing Match	TOTAL	252.5					126.25		126.25	252.5
<b>OCR 113-23-006</b>										
Rail-Highway Crossing Safety Level of Effort	PE									
Projects	ROW									
Safety	CONST		100				100			100
	TOTAL		100				100			100
<b>WisDOT 113-23-007</b>										
Rail-Highway Crossing Safety Level of Effort	PE									
Projects	ROW									
Safety	CONST		100				100			100
	TOTAL		100				100			100
<b>OCR 113-24-002</b>										
Rail-Highway Crossing Safety Level of Effort	PE									
Projects	ROW									
Safety	CONST			100			100			100
	TOTAL			100			100			100

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2025	2026	2027	2028	Illustrative	Federal	State	Local	Total
<b>WisDOT 113-24-003</b> Rail-Highway Crossing Safety Level of Effort Projects Safety	PE									
	ROW									
	CONST			100			100			100
	TOTAL			100			100			100
<b>WisDOT 113-24-028</b> IH 535 UP RR-Xing 186166U & 186165M Signals, RR Signals Interconnect 0.0 miles NHS 1199-00-50	PE									
	ROW									
	CONST		250					250		250
	TOTAL		250					250		250
<b>WisDOT 113-24-029</b> IH 535 UP RR-Xing 186169P Signals, RR Signals Interconnect 0.0 miles NHS 1199-00-51	PE									
	ROW									
	CONST		250					250		250
	TOTAL		250					250		250
<b>OCR 113-25-018</b> Rail-Highway Crossing Safety Level of Effort Projects Safety	PE									
	ROW									
	CONST				100		100			100
	TOTAL				100		100			100
<b>WisDOT 113-25-019</b> Rail-Highway Crossing Safety Level of Effort Projects Safety	PE									
	ROW									
	CONST				100		100			100
	TOTAL				100		100			100
<b>WisDOT 113-25-007</b> STH 35 Soo Line RR Xing 691643B / MP 279.59 0.0 miles Signals 8010-00-57	PE									
	ROW									
	CONST				50.5		40.4	10.1		50.5
	TOTAL				50.5		40.4	10.1		50.5
<b>WisDOT 113-25-008</b> STH 35 Soo Line RR Xing 691643B / MP 279.59 0.0 miles Surface Replacement 8010-00-58	PE									
	ROW									
	CONST				197		167		30	197
	TOTAL				197		167		30	197

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2025	2026	2027	2028	Illustrative	Federal	State	Local	Total
<b>WisDOT 113-25-009</b> Short Cut Road – Town of Superior BNSF RR Xing 086404J 0.0 miles Crossing Closure – Incentive Payment 8395-00-50 Safety	PE									
	ROW									
	CONST	30					30			30
	TOTAL	30					30			30

**2025–2028 TRANSPORTATION ALTERNATIVES PROJECTS**

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2025	2026	2027	2028	Illustrative	Federal	State	Local	Total
No projects identified	PE									
	ROW									
	CONST									
	TOTAL									

**2025–2028 TRANSIT PROJECTS (5307)**

		Estimated Cost					Funding Source and Cost Share				
		2025	2026	2027	2028		Federal	State	Local	Fare Box	Total
<b>DTA – 113-25-010</b> Operating Assistance Regular Route											
		1,994,151					815,736	232,419	861,621	84,375	1,994,151
<b>DTA – 113-25-011</b> Operating Assistance STRIDE											
		168,054						21,000	138,754	8,300	168,054
<b>DTA – 113-25-012</b> Operating Assistance Regular Route											
			2,093,859				840,208	237,068	931,364	85,219	2,093,859
<b>DTA – 113-25-013</b> Operating Assistance STRIDE											
			176,457					22,000	145,991	8,466	176,457

		Estimated Cost				Funding Source and Cost Share				
		2025	2026	2027	2028	Federal	State	Local	Fare Box	Total
<b>DTA – 113-25-014</b>										
Operating Assistance				2,198,552		865,415	241,809	1,005,257	86,071	2,198,552
Regular Route										
<b>DTA – 113-25-015</b>										
Operating Assistance				185,280			23,000	153,644	8,635	185,280
STRIDE										
<b>DTA – 113-25-016</b>										
Operating Assistance					2,308,479	891,377	246,645	1,083,525	86,932	2,308,479
Regular Route										
<b>DTA – 113-25-017</b>										
Operating Assistance – Stride					194,544		24,000	161,735	8,808	194,544

**2025–2028 Transit Projects**

Primary Jurisdiction Project Sponsor/ TIP Project ID	Project Description	2025 (Jan-Dec)				2026 (Jan-Dec)				2027 (Jan-Dec)				2028 (Jan-Dec)				ILLUSTRATIVE (Jan-Dec)				
		Fed	State	Local	Total	Fed	State	Local	Total													
<b>Project</b>																						
Indian Trails – Intercity Bus Service	Service connecting Superior and Duluth to stops along USH 2 at various locations with connection to routes/stops located throughout Michigan.																					

### 2025-2028 Transit Projects (5310)

Primary Jurisdiction Project Sponsor/ TIP Project ID	Project Description	2025 (Jan-Dec)				2026 (Jan-Dec)				2027 (Jan-Dec)				2028 (Jan-Dec)				ILLUSTRATIVE (Jan-Dec)			
		Fed	State	Local	Total	Fed	State	Local	Total												
<b>Project</b>																					
	No Projects Identified																				

# Transportation Improvement Program

## Wisconsin MIC Area Projects 2025-2028



**2025-2028  
Transportation  
Improvement  
Projects**

**Project Year**

- 2025 (Purple circle)
- 2026 (Pink circle)
- 2027 (Yellow circle)
- 2028 (Green circle)

**See Inset A**

**Inset A**

Map Label	TIP Project ID	Project Description	Project Year	Type of Cost	Primary Jurisdiction Sponsor	Project Type
1	113-21-001	Hammond Ave.: N 21st St. to N. 28th St. - reconstruction	2025	Const	WisDOT	Road
2	113-21-002	USH 53/E 2nd St.: 2nd Ave E to Hughitt Ave/Blatnik Bridge - resurfacing	2025	Const	WisDOT	Road
3	113-21-011	USH 53/E 2nd St: E St. Intersection - safety improvements HSIP	2025	Const	WisDOT	Road
4	113-22-002	USH 2: Superior to Wentworth STH 13 Bridge Rehab B-16-0024 - deck overlay/joint replacement	2025	Const	WisDOT	Road
5	113-22-004	CTH W (Chicago Ave.): Village of Oliver, WCL RR x-ing 251873N Rail Crossing Improvement	2025	Const	OCR	Rail
6	113-22-006	CTH C: Douglas County, Dewey STH 35: BNSF RR x-ing 086402V - RR OPS/safety rail warning device	2025	Const	WisDOT	Rail
7	113-23-004	East 5th St.: 24th Ave East to 31st Ave. East - reconstruction	2025	Const	City of Superior	Road
8	113-23-011	Marina Drive: Marina Drive N to Barkers Island - reconstruction/bridge replacement	2027	Const	WisDOT	Road
9	113-23-016	STH 105: culvert replacement on unnamed tributary to Pokegama River	2026	Const	WisDOT	Road
10	113-24-001	USH 2: Superior to Wentworth: 53rd Ave. to CTH C - resurfacing	2027	Const	WisDOT	Road
11	113-24-020	USH 2: Bong Bridge - Zone painting (B16-0038-0013)	2025	Const	WisDOT/MnDot	Road
12	113-24-021	IH 535: Blatnik Bridge: bridge replacement construction/reimbursement to MnDOT 16-0005 to 0001 - 100% WisDOT bond funding 1199-00-77	2026	Const	WisDOT	Road
13	113-24-024	IH 535: Blatnik Bridge: bridge replacement construction/reimbursement to MnDOT 16-0005 to 0001 - 53% WisDOT bond/47% MnDOT funding 1199-00-12	2026	PE	WisDOT/MnDOT	Road
14	113-25-001	N 21st St.: Hammond Ave. to Caitlin Ave. - preliminary engineering for resurfacing	2026	PE	City of Superior	Road
15	113-25-002	N 21st St.: Hammond Ave. to Caitlin Ave. - resurfacing	2026	Const	City of Superior	Road
16	113-25-003	STH 35: CTH B South to 69th St. - real estate acquisition	2025	ROW	WisDOT	Road
17	113-25-004	STH 13: NW Region, thin polymer deck overlays B-16-0053 (T. Lakeside)	2028	Const	WisDOT	Road
18	113-25-005	USH 53: Solon Springs to Superior - bridge rehab B-16-0012 (C. Superior)	2025	PE	WisDOT	Road
19	113-25-006	USH 53: NW Region, deck sealing - bridge rehab B-16-0012 (C. Superior) & B-16-0024 (T. Parkland)	2028	Const	WisDOT	Road
20	113-25-007	STH 35: Soo Line RR x-ing 691643/MP 279.59 - signals	2028	Const	WisDOT	Rail
21	113-25-008	STH 35: Soo Line RR x-ing 691643/MP 279.59 - surface replacement	2028	Const	WisDOT	Rail
22	113-25-009	STH 35: Short Cut Rd. Town of Superior BNSF RR x-ing 086404J - crossing closure - incentive payment	2025	Const	WisDOT	Rail
23	113-24-028	IH 535:UP RR-Xing 186166U &186165M - Signals 0.0 Miles NHS	2026	Const	WisDOT	Rail
24	113-24-029	IH 535:UP RR-Xing 186169P - Signals 0.0 Miles NHS	2026	Const	WisDOT	Rail

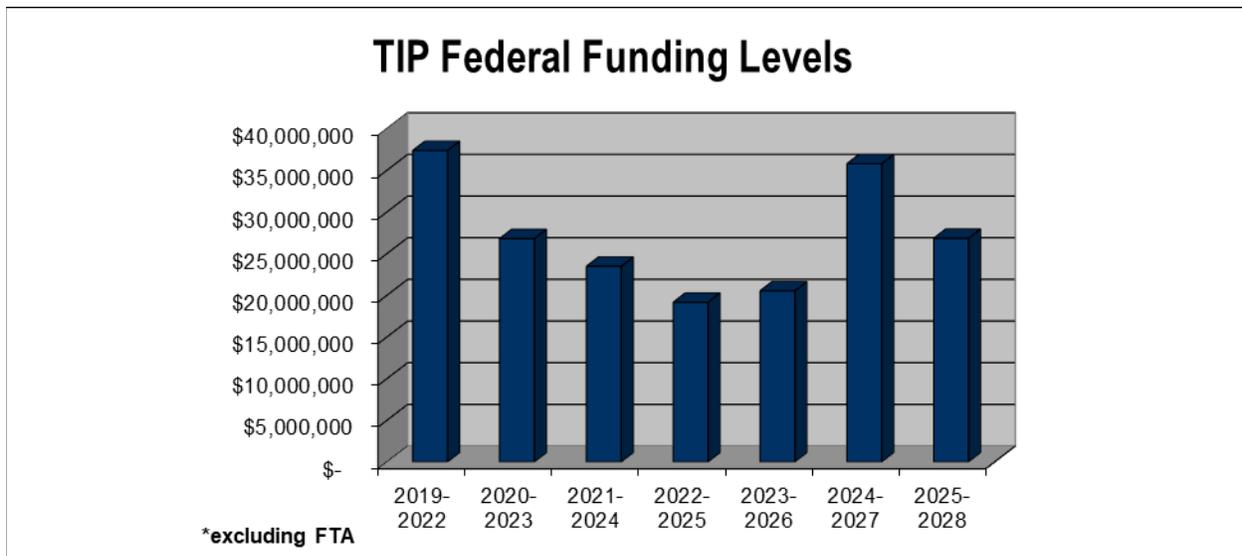
**2025-2028 Non-Mapped TIP Projects**

<u>TIP Project ID</u>	<u>Project Description</u>	<u>Project Year</u>	<u>Type of Cost</u>	<u>Primary Jurisdiction</u>	<u>Sponsor</u>	<u>Project Type</u>
113-22-005	Rail-Highway crossing safety level of effort projects	2025	Const	WisDOT		Rail
113-23-006	Rail-Highway crossing safety level of effort projects	2026	Const	OCR		Rail
113-23-007	Rail-Highway crossing safety level of effort projects	2026	Const	WisDOT		Rail
113-24-002	Rail-Highway crossing safety level of effort projects	2027	Const	OCR		Rail
113-24-003	Rail-Highway crossing safety level of effort projects	2027	Const	WisDOT		Rail
113-25-018	Rail-Highway crossing safety level of effort projects	2028	Const	OCR		Rail
113-25-019	Rail-Highway crossing safety level of effort projects	2028	Const	WisDOT		Rail
113-24-004	Operating assistance - Regular route	2025		DTA		Transit
113-24-005	Operating assistance - Stride	2025		DTA		Transit
113-24-006	Operating assistance - Regular route	2026		DTA		Transit
113-24-007	Operating assistance - Stride	2026		DTA		Transit
113-24-008	Operating assistance - Regular route	2027		DTA		Transit
113-24-009	Operating assistance - Stride	2027		DTA		Transit
113-24-010	Operating assistance - Regular route	2028		DTA		Transit

## Chapter 5: Financial Capability & Constraint

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

Historically, federal funding has consistently been available for transportation improvements within the Superior MPO Area and these funds have been matched with local or state funds to meet required federal match thresholds. The figure below illustrates federal funding commitments made to the MPO area over identified TIP cycles. *The table below does not include funding commitment(s) to the Blatnik Bridge replacement project in order to allow for historical expenditure representation.*



### Assessment of Fiscal Constraints

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

Table 5.1 provides annual average revenue levels for the Superior Area jurisdictions based on the expenditures for years 2020-2023. 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.

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

Jurisdictions	2020		2021		2022		2023		Annual Average	
	O&M	Capital Outlay	O&M	Capital Outlay	O&M	Capital Outlay	O&M	Capital Outlay	O&M	Capital Outlay
WisDOT NW Region	33.5	115.85	36.7	184.5	32.7	230	38.4	370	35.33	225.1
City of Superior	4.0	2.5	4.5	1.4	4.9	2.9	5.0	2.9	4.6	2.43
Douglas County	4.6	3.0	5.5	2.8	5.3	1.5	5.3	1.5	5.175	2.2
<b>TOTAL</b>	<b>\$42.1</b>	<b>\$121.35</b>	<b>\$46.7</b>	<b>\$188.7</b>	<b>\$42.9</b>	<b>\$234.4</b>	<b>\$48.7</b>	<b>\$374.4</b>	<b>\$45.105</b>	<b>\$229.73</b>

Table 5.2 includes \$355,291,000\* in bond financing approved by the Wisconsin Legislature in 2023 for use as Wisconsin’s matching funds towards the planned Blatnik Bridge replacement project. As a note, the Blatnik Bridge replacement project is led by the Minnesota Department of Transportation and a \$346,200,000 payment is programmed to be made to MnDOT in CY 2026 (TIP ID 113-24-021). The O&M and Capital Outlay annual average 4-year revenue in Table 5.1 and WI Bond financing, as compared against the 2025-2028 TIP project costs in Table 5.2 show project costs in the 2025-2028 TIP do not exceed the revenue levels expected for capital outlay and operations and maintenance, and that jurisdictions will also continue to have the financial capability to carry out general system maintenance beyond the funds directed to those TIP projects.

**Table 5.2: Total Project Costs: 2025-2028 Superior Area TIP (millions of dollars)**

Jurisdiction	2025	2026	2027	2028	Expenses 2025-2028 (4yr total)	Revenue	
						Avg. Expend. (4 years)	
						O&M	Capital Outlay*
WisDOT NW Region	13.985	1.475	354.567	.503	370.530	35.33	580.391
City of Superior	2.3	.719	0	0	3.019	4.6	2.43
Douglas County	0	0	0	0	0	5.175	2.2
<b>TOTAL</b>	<b>\$16.285</b>	<b>\$2.194</b>	<b>\$354.567</b>	<b>\$.503</b>	<b>\$373.549</b>	<b>\$45.1</b>	<b>\$585.021</b>

The Superior area is allocated STP urban funds (Table 5.3). These federal funds are allocated on a two-year cycle and require a 20 percent local match. Even though the STP allocation guarantees funding, proposed projects must go through the MIC for inclusion of expenditure in the TIP and a formal funding request must be made to WisDOT by the jurisdiction seeking to use STP funding. Based on past funding allocations and projected increases resulting from IJJA (BIL) allocations from WisDOT, urban funding levels available are estimated to be nearly

\$1,507,616 (FFY 2025 – FFY 2028). For consistency, two line items appear in Table 5.3, depicting allocated STP Urban funds and the BIL STP Urban allocation to the Superior MPO area. The Superior MPO Area STP-Urban funding total for the 2025-2029 Program Cycle totals \$3,916,991. The City of Superior has been allocated the STP-Urban funding for projects during the 2025-2029 Program Cycle.

**Table 5.3 - Superior STP Urban Funding Estimates**

Fiscal Year July-June	2025	2026	2027	2028	2029
Total Funds Available	\$587,675	\$587,675	\$587,675	\$587,675	\$587,675
BIL Allocated Portion of Total	\$376,904	\$376,904	\$376,904	\$376,904	

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

Table 5.4 represents funding availability for implementation of projects during all years. Project development in 2025 is determined to be fiscally constrained. Project years 2026-2028 have expenditure increases per year at 2.93%, while revenue expenditures per year are 2.00% (per WisDOT for 2026-2028) as represented below in Table 5.4. Costs were not inflated in Chapter 4 or in Table 5.2 to allow for comparability between the Wisconsin’s STIP and FIPS project codes.

**Table 5.4 – Northwest Region Federal Highway Funding – Superior MPO Area**

	2025	2026	2027	2028
Requested*	\$7,786,750	3,401.9	10,371	525.7
Projected*	\$7,786,750	3,371.2	10,184.5	511.5

\* Funds represented in Thousands

Table 5.5 represents the Superior area’s financial plan for funding available in the Superior-Duluth area for transit projects listed in the 2025-2028 Superior Area TIP. The table identifies specific sources of funding determined to be reasonably expected and available during the next four years.

**Table 5.5: Transit Funding Plan: 2025-2028 Superior Area TIP**

Source	2025	2026	2027	2028	4 yr Total
FTA	\$815,736	\$840,208	\$865,415	\$891,377	\$3,412,736
FHWA	\$0	\$0	\$0	\$0	\$0
Federal Total	\$815,736	\$840,208	\$865,415	\$891,377	\$3,412,736
Other (state/local)	\$1,346,469	\$1,430,108	\$1,518,417	\$1,611,646	\$5,906,640
TOTALS	\$2,162,205	\$2,270,316	\$2,383,832	\$2,503,023	\$9,319,376

The MIC has assessed the ability of the DTA to meet their financial commitments with regards to the transit investments being programmed in the TIP while also continuing to fund their ongoing O&M. Table 5.6 shows the DTA’s average annual funding levels based on historical expenditures using National Transit Database from 2019-2022. Table 5.7 shows the DTA’s total expenditures by project source and year. It should be noted that Capital Outlay varies from year to year based on future purchases of rolling stock and other capital equipment as DTA may be building up funds committed to future capital purchases that will be realized in out years.

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

<b>Expenditure</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>Annual Avg.</b>
Operations	\$18.4	\$17.7	\$18.9	\$21.3	\$19.075
Capital Outlay	\$2.3	\$12.1	\$1.4	\$.476	\$4.069
<b>TOTAL</b>	<b>\$20.7</b>	<b>\$29.8</b>	<b>\$20.3</b>	<b>\$21.776</b>	<b>\$23.144</b>

**Table 5.7: Total Transit Costs by Project Type: 2025-2028 Superior Area TIP (millions of dollars)**

<b>Source</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Expenses</b>	<b>Revenue</b>
					<b>2025-2028 TIP (4 yr totals)</b>	<b>Avg (annually)</b>
O&M	\$2.162	\$2.270	\$2.384	\$2.503	\$9.319	\$19.075
Capital Outlay	\$0	\$0	\$0	\$0	\$0	\$4.069
<b>TOTAL</b>	<b>\$2.162</b>	<b>\$2.270</b>	<b>\$2.384</b>	<b>\$2.503</b>	<b>\$9.319</b>	<b>\$23.144</b>

Table 5.8 on the following page, represents the approved federally funded projects slated for development within the Superior MPO area. All expenditures have an inflationary increase of 2.93% for the years 2026-2028 and projected revenue an inflationary increase of 2.0% for the years 2026-2028. The four-year totals indicate estimated funding is reasonably expected to be available in comparison to programmed expenditures for the 2025-2028 TIP. There are a few instances where programmed funding appears to exceed estimated available funding when comparing amounts from year to year. In general, this can be attributed to federal funding that is not obligated in a previous year which can be carried over into a later year. For funding from STP-U, Protect, and Safety funding, this could also be attributed to projects being selected and programmed in the previous TIP that have not yet been completed which remain in the TIP but do not require additional funding (such as transit capital projects). For NHPP funding, this could be attributed to larger projects, such as freeway reconstruction projects, programmed by WisDOT in the four years of the TIP. Additionally, the years in the TIP represent calendar years but the State fiscal year runs from July 1 of a year to June 30 of the following year. Depending on what proportion of available Federal funding is scheduled in the two halves of the State fiscal year, it could appear that more funding is being scheduled for obligation than what is estimated for a particular calendar year. Overall, the TIP is determined to be fiscally constrained based on available information.

**Table 5.8  
Programmed and Available Federal Funding for the 2025-2028 TIP  
(\$1,000)**

Funding Sources		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2025	2026	2027	2028	Total	2025	2026	2027	2028	Total
Federal Highway Administration	STP Urban	1,376		10,159.1		11,535.1	1,376		9,976.4		11,352.4
	LRIP-MSIGT										
	LRIP-MSID	1,341				1,341	1,341				1,341
	STBG-R				35.6	35.6				34.6	34.6
	Protect		2,826.5			2,826.5		2,801			2,801
	STBG-U										
	SAFETY	1,543.3	575.4	211.9	477	2,807.6	1,543.3	570.2	208.1	464.2	2,785.8
	BR										
	NHS										
	CRP										
	NHHP	3,526.5			13.1	3,539.6	3,526.5			12.7	3,539.2
HIP											
Total		7,786.8	3,401.9	10,371	525.7	22,085.4	7,786.8	3,371.2	10,184.5	511.5	21,854
Federal Transit Administration	Sec. 5307 Operating	815.8	840.2	865.4	891.4	3,412.8	815.8	840.2	865.4	891.4	3,412.8
	Sec. 5307 Capital										
	5310										
	Total	815.8	840.2	865.4	891.4	3,412.8	815.8	840.2	865.4	891.4	3,412.8

*See previous page narrative regarding Table 5.8 for inflationary factors on fiscal constraint.*

## Chapter 6: Project Status Updates 2024-2027

The following is a status update on projects listed in the 2024-2027 TIP. Information for this section is up-to-date as of August 2024. Some projects have realized budget changes. These changes have not been reflected in the Estimated Costs columns, but are noted in the Project Status column. For more detailed project status information, contact the sponsoring agency. The *Annual List of Obligated Projects* can be found at [www.dsmic.org](http://www.dsmic.org).

### PROJECT STATUS UPDATES 2024-2027

#### 2024 Roadway Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
Douglas County 113-21-003	CTH C MN State Line to Barnes Rd – Reconstruction STBG-R 8758-00-72	PE ROW CONST  TOTAL	3,722   3,722		931   931	4,653   4,653	Project completed in 2024
WisDOT 113-21-019	East Second Street 2 <sup>nd</sup> Ave E – Hughitt Ave 1.556 Real Estate 1198-03-23	PE ROW CONST  TOTAL		211   211		211   211	Project on schedule for completion in 2024
City of Superior 113-23-001	Oliver-Superior MN/WI State Line to STH 35 Pavement Resurfacing 4.682 miles STPG-U 8760-00-71	PE ROW CONST  TOTAL	3,752   3,752		938   938	4,761   4,761	Project deferred to 2025
City of Superior 113-23-002	Hammond Avenue Belknap to N 21 <sup>st</sup> Street Reconstruction LRIP / MSID	PE ROW CONST  TOTAL	450   450		2,280   2,280	2,730   2,730	Project completion anticipated in 2024
WisDOT 113-23-019	STH 13 Engdahl Rd to USH 53 Pavement Marking 5.89miles 1001-18-61	PE ROW CONST  TOTAL	46.4   46.4	11.6   11.6		58   58	Project completion expected in 2024
WisDOT 113-21-001	Hammond Avenue N21 <sup>st</sup> St to N28th St Reconstruction 0.50 miles 8998-00-36	PE ROW CONST  TOTAL	1,147   1,147		288   288	1,435   1,435	Project deferred to 2025. New funding amounts \$1,376 fed, \$3,523 local, \$4,899 total

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-21-002	USH 53/East 2nd Street 2 <sup>nd</sup> Ave E to Hughitt Ave/Blatnik Bridge Resurface NPP 1198-03-73	PE ROW CONST	2,564	641	32	3,237	Project deferred to 2025. New funding amounts \$3,614, fed \$2,752, state \$688, local \$174
		TOTAL	2,564	641	32	3,237	
WisDOT 113-21-011	USH 53/East 2 <sup>nd</sup> Street E Street Intersection Safety Improvements HSIP 1198-03-80	PE ROW CONST	1,136	126		1,262	Project deferred to 2025. New funding amounts \$1,342, fed \$1,202, state \$140
		TOTAL	1,136	126		1,262	
Douglas County 113-22-001	CTH UU CTH U to STH 13 Pulverize and Pave 3.25 miles	PE ROW CONST			1,200	1,200	Project completion in 2024
		TOTAL			1,200	1,200	
City of Superior 113-23-003	E. 5 <sup>th</sup> Street 24 <sup>th</sup> Ave E to 31 <sup>st</sup> Ave E Preliminary Engineering Reconstruction Local funding	PE ROW CONST			207	207	Project on schedule for completion in 2024
		TOTAL			207	207	
WisDOT 113-24-017 8680-00-04	USH 2 – Bong Bridge Preliminary Engineering Zone Painting B16-00380001 to 0013 0 miles \$85K WisDOT and \$85K MnDOT	PE ROW CONST			85	85	To be completed in 2024
		TOTAL			85	85	
WisDOT 113-24-018 1570-00-12	USH 2–Susquehanna Ave Bridge B16-0049 Prelim Eng 0 miles NHPP	PE ROW CONST	1.920	.480		2.400	Anticipated to be done in 2024
		TOTAL	1.920	.480		2.400	
WisDOT 113-24-019 8510-00-07	STH 105 – Pokegama River Bridge B16-0143 Prelim Eng – Thin overlay 0 miles NHPP	PE ROW CONST	5.624	1.406		7.030	Project completion expected in 2024
		TOTAL	5.624	1.406		7.030	
WisDOT 113-24-022 1199-00-10	IH 535 – Blatnik Bridge Replacement Prelim Eng Reimbursement to MnDOT B16-0005-0001 to 0005 0 miles 100% WisDOT State Funding	PE ROW CONST		5,680.920		5,680.920	Authorized & Obligated. Project completion expected in 2024
		TOTAL		5,680.920		5,680.920	
WisDOT 113-24-023 1199-00-011	IH 535 – Blatnik Bridge Replacement Prelim Eng Reimbursement to MnDOT B16-0005-0001 to 0005 0 miles 10% WisDOT State & 90% Fed earmark	PE ROW CONST	7,500	833.4		8,333.4	Authorized & Obligated. Project completion expected in 2024
		TOTAL	7,500	833.4		8,333.4	

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-24-025	CTH C Mn State Line-STH 35 S Barnes Rd to Irondale Rd 0.0 miles County Funding 8758-00-05	PE ROW CONST  TOTAL			15  15	15  15	Anticipated to be done in 2024
WisDOT 113-24-026	CTH C Mn State Line-STH 35 Irondale Rd to STH 35 0 miles County Funding 8758-00-06	PE ROW CONST  TOTAL			15  15	15  15	Anticipated to be done in 2024
WisDOT 113-24-027	USH 53 Multiple Bridge Locations B-16-0012 & B16-0024 Preventative Maint 0 miles 1190-03-07	PE ROW CONST  TOTAL	.60  .60	.15  .15		.75  .75	Anticipated to be done in 2024

### 2025 Roadway Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-22-002	USH 2 Superior to Wentworth STH 13-Bridge Rehab B-16-0024 Deck Overlay, Joint Replacement 1195-03-70 NHPP/Fed/St	PE ROW CONST	700	175		875	Project on schedule for 2025, New funding amounts \$947, fed \$758, state \$189.
		TOTAL	700	175		875	
City of Superior 113-23-004	East 5 <sup>th</sup> Street 24 <sup>th</sup> Ave E to 31 <sup>st</sup> Ave E Reconstruction LRIP MSIGT MSSIS	PE ROW CONST	1,341		959	2,300	Project on schedule for 2025
		TOTAL	1,341		959	2,300	

### 2026 Roadway Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-23-011	Marina Drive Marina Dr N to Barkers Island 0.14 miles STBG-U 8998-00-62	PE ROW CONST	1,236		973	2,209	Project now moved from 2026 to 2027 construction.
		TOTAL	1,236		973	2,209	
WisDOT 113-23-016	STH 105 Culvert Replacement on unnamed tributary to Pokegama River 0.0miles 8760-00-72	PE ROW CONST	2,364.4	591.1		2,955.5	On schedule for completion in 2026. New funding amounts \$3,433, fed \$2,746, state \$687
		TOTAL	2,364.4	591.1		2,955.5	
WisDOT 113-24-020	USH 2 – Bong Bridge Zone Painting B16-0038-0013 0 miles WisDOT / MnDOT share 8680-00-74	PE ROW CONST		333.5	333.5	667	Project advanced to 2025. New funding amounts \$2,427, state 1,042, local \$1,385
		TOTAL		333.5	333.5	667	
WisDOT 113-24-021	IH 535 Blatnik Bridge Const B16-0005 to 0001 Reimbursement to MnDOT 0 miles WisDOT Bond funding 1199-00-77	PE ROW CONST		352,800		352,800	On schedule for completion in 2026. New funding amounts \$346,200 state
		TOTAL		352,800		352,800	
WisDOT 113-24-024	IH 535 Blatnik Bridge Replacement Prelim Eng B16-0005-0001 to 0001 0 miles 53% WisDOT Bond 47% Mn 1199-00-12	PE ROW CONST		2,491	2,209	4,700	On schedule for completion in 2026.
		TOTAL		2,491	2,209	4,700	

### 2027 Roadway Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-24-001	USH 2 Superior-Wentworth 53 <sup>rd</sup> Ave E to CTH C Pavement Resurfacing 6.52 miles STPG-U 1180-00-60	PE ROW CONST	7,900	1,900		9,800	On schedule for completion in 2027. New funding amounts \$11,116, fed \$8,893, state \$2,223
		TOTAL	7,900	1,900		9,800	

### 2024 Rail Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-17-010	OCR Rail – Road Closure 852857P Ogden Ave - BNSF  Safety	PE ROW CONST	7.5			7.5	Project completion expected in 2024.
		TOTAL	7.5			7.5	
OCR 113-21-008	OCR Rail – Highway Crossing Safety Level of Efforts Projects  Safety	PE ROW CONST	100			100	No project identified
		TOTAL	100			100	
WisDOT 113-21-009	WisDOT Rail – Highway Crossing Safety Level of Efforts Projects  Safety	PE ROW CONST	100			100	No project identified
		TOTAL	100			100	
WisDOT 113-22-006	CTH C, Douglas County Dewey-STH 35 BNSF RR Xing 086402V RR OPS/Safety Rail Warning Devices, BNSF Match 8758-00-52	PE ROW CONST	126.5		126.5	252.5	Project deferred to 2025
		TOTAL	126.5		126.5	252.5	
WisDOT 113-23-024	CTH C MN State Line – STH 35 BNSF RR X-ing 067768H Reconstruction Signal Replacement 8758-00-50	PE ROW CONST	282.8			70.7	Authorized & Obligated. Project completion anticipated in 2024.
		TOTAL	282.8			70.7	
WisDOT 113-23-025	CTH C MN State Line – STH 35 BNSF RR X-ing 067768H Reconstruction Signal Replacement 8758-00-51	PE ROW CONST			101	101	Authorized & Obligated. Project completion anticipated in 2024
		TOTAL			101	101	

### 2025 Rail Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
OCR 113-22-004	CTH W (Chicago Ave) Village of Oliver WCL RR X-ing 251873N Rail Crossing Improvement Safety, WCL Local Match 1009-89-27	PE ROW CONST	115	62	176	353	Site specific project identified, and completion scheduled for 2025.
		TOTAL	115	62	176	353	
WisDOT 113-22-005	WisDOT Rail – Highway Crossing Safety Level of Efforts Projects  Safety	PE ROW CONST	100			100	On schedule for completion in 2025 if a project is identified
		TOTAL	100			100	

### 2026 Rail Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
OCR 113-23-006	OCR Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE ROW CONST	100			100	On schedule for completion in 2026 if a project is identified
		TOTAL	100			100	
WisDOT 113-23-007	WisDOT Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE ROW CONST	100			100	On schedule for completion in 2026 if a project is identified
		TOTAL	100			100	
WisDOT 113-24-028	IH 535 UP RR-Xing 186166U&186165M Signals, RR Signal Interconnect 0.0 miles NHS 1199-00-50	PE ROW CONST		250		250	On schedule for completion in 2026
		TOTAL		250		250	
WisDOT 113-24-029	IH 535 UP RR-Xing 186169P Signals, RR Signal Interconnect 0.0 miles NHS 1199-00-50	PE ROW CONST		250		250	On schedule for completion in 2026
		TOTAL		250		250	

### 2027 Rail Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
OCR 113-24-002	OCR Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE					On schedule for completion in 2027 if a project is identified
		ROW					
		CONST	100			100	
		TOTAL	100			100	
WisDOT 113-24-003	WisDOT Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE					On schedule for completion in 2027 if a project is identified
		ROW					
		CONST	100			100	
		TOTAL	100			100	

### 2024-2027 Transportation Alternatives Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
	No Projects Identified						

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2024-2027 TRANSIT PROJECTS  
DTA Projects

		Estimated Cost				Funding Source and Cost Share				
		2024	2025	2026	2027	Federal	State	Local	Fare Box	Total
<b>DTA – 113-24-004</b>										
Operating Assistance Regular Route		1,740,251				649,711	382,855	574,283	133,402	1,740,251
<b>DTA – 113-24-005</b>										
Operating Assistance STRIDE		62,559					20,644	36,909	5,006	62,559
<b>DTA – 113-24-006</b>										
Operating Assistance Regular Route			1,792,458			669,202	394,340	591,511	137,405	1,792,458
<b>DTA – 113-24-007</b>										
Operating Assistance STRIDE			64,435				21,263	38,017	5,155	64,435
<b>DTA – 113-24-008</b>										
Operating Assistance Regular Route				1,846,231		689,278	406,171	609,256	141,526	1,846,231
<b>DTA – 113-24-009</b>										
Operating Assistance STRIDE				66,368			21,901	39,157	5,310	66,368
<b>DTA – 113-24-010</b>										
Operating Assistance Regular Route					1,901,617	709,956	415,356	627,533	148,772	1,901,617
<b>DTA – 113-24-011</b>										
Operating Assistance STRIDE					68,359		22,558	40,331	5,470	68,359

### 2024 Transit Projects (5310)

Jurisdiction and Project Number	Project Description	Estimated Costs & Funding Sources				Calendar Year Fund	Project Status
		Federal	State	Local	Total		
indiGO – (North Country Independent Living) 113-24-012	Funding of a Voucher Program for individuals with disabilities experiencing transportation barriers in 8 NW counties	130,815		130,815	261,630	2024	Program cycle CY 2024 – project on schedule for completion in 2024.
indiGO – (North Country Independent Living) 113-24-013	Funding a mobility manager within indiGO	22,725		5,681	28,406	2024	Program cycle CY 2024– project on schedule for completion in 2024.
Center for Independent Living 113-24-014	Funding of a Voucher Program for individuals with disabilities experiencing transportation barriers in 42 Central and NW Wisconsin Counties	410,280		410,280	820,560	2024	Program cycle CY 2024– project on schedule for completion in 2024.
Center for Independent Living 113-24-015	Funding a mobility manager within the Center for Independent Living	126,658		31,665	158,323	2024	Program cycle CY 2024– project on schedule for completion in 2024.
Senior Connections 113-24-016	1 – Minivan Replacement Vehicle Purchase Side-Entry Equipped	55,271		23,688	78,959	2024	Program cycle CY 2024– project on schedule for completion in 2024.

### 2024 Transit Projects (5311)

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

## Chapter 7: Community Impact Assessment

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

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

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

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

#2 113-21-002 USH 53 – 2<sup>nd</sup> Ave E to Hughitt Ave- Resurfacing (CY 2025)

#3 113-21-011 USH 53 - E 2<sup>nd</sup> Ave/E Street Intersection Safety Improvements (CY 2025)

#11 113-24-020 USH 2 – Bong Bridge – Construction - Zone Painting (CY 2025)

#12 113-24-021 IH-535 – Blatnik Bridge Replacement/Construction (CY 2026)

#13 113-24-024 IH-535 – Blatnik Bridge Replacement/PE (CY 2026)

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

#12 113-24-021 IH535 – Blatnik Bridge – Bridge Replacement/Construction (CY2026)

#18 113-25-005 USH 53 – Solon Springs to Superior – Bridge Deck Rehabilitation/PE (CY 2025)

# Transportation Improvement Program Wisconsin MIC Area Projects 2025-2028 Minority and Low Income Populations



**2025-2028  
 Transportation  
 Improvement  
 Projects**

**Project Year**

- 2025
- 2026
- 2027
- 2028

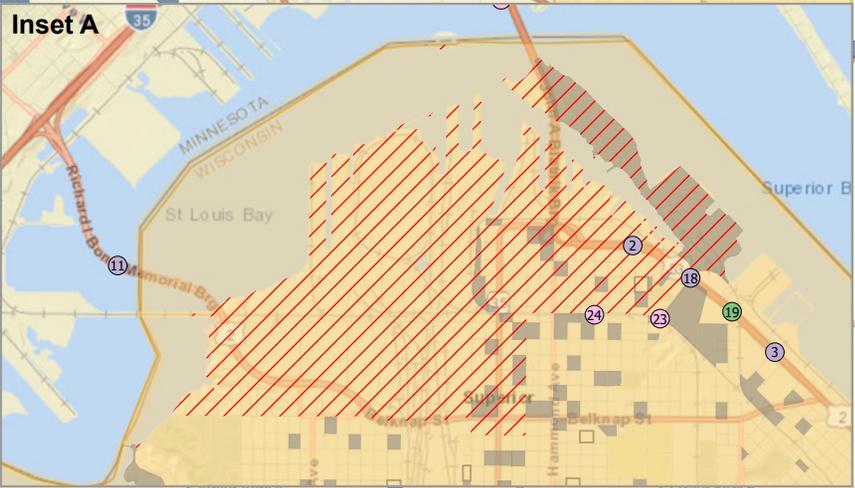
**Demographics**

- Low Income Census Tracts\*  
 (2022 ACS 5-Year Estimates)
- Minority Population\*\*  
 (2020 US Census Blocks)

\*Median household income is at, or below, the Department of Health and Human Services (HHS) poverty guidelines at the census tract level. HHS poverty guideline for a family of four is \$31,200 (2024).

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

**See Inset A**



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## Chapter 8: Public Involvement

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

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

### 2025-2028 MIC TIP Public Participation

- Correspondence to agencies seeking calendar year 2028 project requests and other 2025-2027 project activities not listed with the 2024-2027 TIP were sent to representative agencies in June 2024 soliciting candidate multi-modal transportation projects.
- The draft TIP projects were reviewed by the MIC on August 21, 2024 and action by the MIC officially approved releasing the draft TIP document for public comment beginning September 1, 2024.
- The 2025-2028 Superior MPO TIP was posted on or before September 1, 2024 to the MIC and NWRPC websites prior to publication of the legal notice officially opening the 30-day public comment period on September 1, 2024.
- Legal notice on the 30-day public comment period was published on August 30, 2024 in *The Superior Telegram*. A copy of the public notice and affidavit is included in the appendix.
- Letters were distributed to various state and federal agencies, Tribal Nations, and other local organizations as part of the MIC's consultation and outreach efforts in seeking input regarding the draft TIP. Copies of the letters are included in the appendix.
- A virtual public information meeting was held on September 18, 2024 from 12:00pm -12:30pm CST with MIC staff presenting the 2025-2028 TIP and available to answer questions during the information session.
- Public comments and staff communication to questions related to the draft TIP is summarized and included in the appendix.
- The Transportation Advisory Committee (TAC) will be acting on the 2025-2028 TIP on October 15, 2024. A summary of public comments will be included in the appendix.
- The MIC will be acting on the 2025-2028 TIP on October 16, 2024. A summary of public comments will be included in the appendix.