

Duluth-Superior Metropolitan Interstate Council



2025-2026

Unified Transportation Planning Work Program and Budget



Approvals	
MIC Policy Board:	10/16/24
MnDOT:	10/18/24
WisDOT:	12/26/24
FTA/FHWA - MN	12/18/24
FTA/FHWA - WI	12/18/24

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Duluth-Superior Metropolitan Interstate Council FY 2025 - 2026 Unified Transportation Planning Work Program and Budget (UPWP)

Adopted October 16, 2024

This document is available online at dsmic.org/upwp
Printed copies are available by contacting the MIC by email or by phone (contact info
below)

Prepared by
Duluth-Superior Metropolitan Interstate Council



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



[Arrowhead Regional Development Commission](http://www.arrowheadregion.com)



and

[Northwest Regional Planning Commission](http://www.nwrpc.com)

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Duluth-Superior Metropolitan Interstate Council
2025-2026 Unified Transportation Planning Work Program

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DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL
Policy Board, Advisory Committee, and Staff Members

September 2024

MIC Policy Board	Transportation Advisory Committee
Broc Allen – Douglas Co. Suburban Townships	Chris Belden – Duluth Transit Authority
Ed Anderson –Superior Citizen Representative	David Bolf – City of Hermantown
Nick Baker – Douglas County Board (WI Co-chair)	Chris Carlson – City of Superior
Wayne Boucher – City of Hermantown (MN Co-	Kate Ferguson – Duluth Seaway Port Authority
Annie Harala St. Louis County Board	Jim Foldesi – St. Louis County
Mark Johnson Superior City Council	Derek Fredrickson – MnDOT District 1
Yauhen Karatai – City of Duluth Citizen Rep	James Gittemeier – City of Duluth Planning
Nick Ledin – Superior City Council	Jason Jackman – Douglas County Engineering
John Lohse – Douglas County Board	Todd Janigo – City of Superior
Mike Mayou – Duluth City Council	Chris Lee – City of Duluth
Sam Pomush – Douglas County Board	Cari Pedersen – City of Duluth
Bob Quade – Rice Lake City Council	Jess Rich – City of Proctor
Randy Skowlund – Douglas County Board	Karl Schuettler - The Northspan Group
Tom Szukis – Duluth Transit Authority Board	Mae Sommerfeld – WisDOT NW Region
Terese Tomanek – Duluth City Council	Cindy Voigt – City of Duluth
Jenny Van Sickle – Superior City Council	Maren Webb – MnDOT District 1 Planning
Chad Ward – City of Proctor Mayor	Tom Werner – Duluth Airport Authority
Scott Welsh – St. Louis County Suburban	Skip Williams – Active Transportation

Harbor Technical Advisory Committee

Ed Anderson – MIC Policy Board Representative	Joel Johnson – Lakehead Boat Basin, Inc.
Dan Belden - WLSSD	Shawn Krizaj – City of Duluth Fire Dept
Cameron Bertsch – Douglas County LWCD	Jason Laumann – NWRPC
Brian Boder – St Louis County Public Works	Sam Lobby St Louis River Alliance
Steve Brossart – US Army Corps of Engineers	Robb McGhie Perkins Specialized Transp Contracting
Natalie Chin, Ph. d – WI Sea Grant	Ed Montgomery – Sea Service, L.L.C.
CMDR Jarrod M. DeWitz – USCG/MSU Duluth	Nick Patterson – JF Brennan Company Inc.
John Downing – MN Sea Grant/UMD	Patrick Phenow – MnDOT
Matti Erpestad – Recreation – Non-Motorized	Jason Reeves Compass Minerals
Jim Foldesi – St Louis County Public Works	Amanda Rosebrock -FDL Band of LS Chippewa
James Gittemeier City of Duluth	Jason Serck – City of Superior
Gary Glass – Izaak Walton League	Mae Sommerfeld – WisDOT
Cherie Hagen – WI Dept of Natural Resources	Bri Speldrich – Mn DNR
Dan Hartman - DECC	Jeff Udd – Duluth Seaway Port Authority
Barb Huberty – MPCA	Lou Weichseldorfer – CN

Bicycle and Pedestrian Advisory Committee (BPAC)

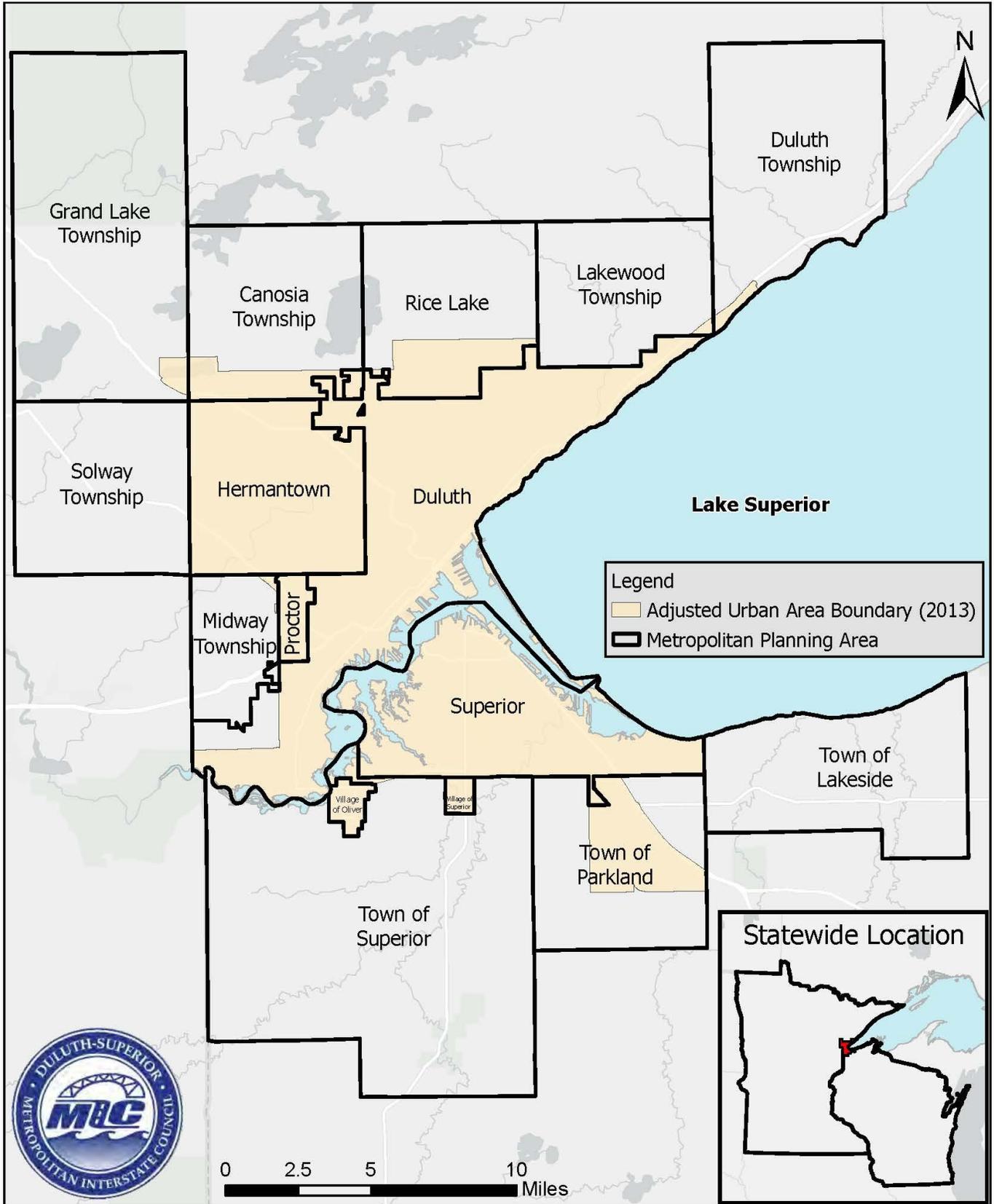
Carol Andrews – St Louis County Public Works	James Gittemeier – City of Duluth
Chris Belden – Duluth Transit Authority	Dick Haney – Friends of Western Duluth Parks & Trails
Chris Carlson – City of Superior Public Works	Cari Pedersen – City of Duluth Engineering
Andrea Crouse – Zeitgeist Arts/SHIP/Active	Denis Sauve – Bike & Ped Industry Representative
Justin Dean – Bike & Ped Representative	Mae Sommerfeld – WisDOT
Jason DiPiazza – Citizen Representative	Skip Williams – Active Transportation
Judy Gibbs – Citizen Representative	

MIC Staff

Tari Aanonsen – Administrative Assistant	Prescott Morrill – Planner
Ron Chicka – Director	Ricky Sarran – Senior GIS Specialist
Sheldon Johnson – Deputy Director	Rondi Watson – Senior Planner, Communications Specialist
	Mike Wenholz – Principal Planner

MIC Planning Area Map

Duluth-Superior Metropolitan Planning Area



MIC Planning Area Population History

	1990	2000	2010	2015	2020	2015-20 Growth
United States	248,709,873	281,421,906	308,745,538	316,515,021	331,449,281	14,934,260
Minnesota	4,375,099	4,919,479	5,303,925	5,419,171	5,706,494	287,323
Wisconsin	4,891,769	5,363,675	5,686,986	5,742,117	5,893,718	151,601
St. Louis County, MN	198,213	200,528	200,226	200,506	200,231	-275
Douglas County, WI	41,758	43,287	44,159	43,799	44,295	496
MIC (MN)	109,841	113,033	115,242	115,719	116,838	1,119
<i>Duluth city</i>	85,493	86,918	86,265	86,178	86,697	519
<i>Hermantown city</i>	6,761	7,448	9,414	9,627	10,221	594
<i>Proctor city</i>	2,974	2,852	3,057	3,060	3,120	60
<i>Rice Lake city</i>	3,883	4,139	4,095	4,119	4,112	-7
<i>Grand Lake township</i>	2,355	2,621	2,779	2,789	2,720	-69
<i>Lakewood township</i>	1,799	2,013	2,190	2,449	2,276	-173
<i>Canosia township</i>	1,743	1,998	2,158	2,213	2,206	-7
<i>Solway township</i>	1,772	1,842	1,944	1,919	2,016	97
<i>Duluth township</i>	1,561	1,723	1,941	1,872	2,039	167
<i>Midway township</i>	1,500	1,479	1,399	1,493	1,431	-62
MIC (WI)	31,686	32,133	32,386	31,822	32,027	205
<i>Superior city</i>	27,134	27,368	27,244	26,817	26,751	-66
<i>Superior town</i>	1,911	2,058	2,166	2,035	2,264	229
<i>Parkland town</i>	1,326	1,240	1,220	1,330	1,231	-99
<i>Lakeside town</i>	569	609	693	581	681	-112
<i>Superior village</i>	481	500	664	700	677	-23
<i>Oliver village</i>	265	358	399	359	423	64
Total MIC	141,527	145,166	147,628	147,541	148,865	1,324

Duluth-Superior Metropolitan Interstate Council

MIC Mission, Purpose and Objectives

MISSION: *Guiding the future of transportation for the Twin Ports area.*

PURPOSE & OBJECTIVES:

Our region's mobility, quality of life, economic growth and competitiveness is based on our multi-modal transportation network. Every household and business depend on transportation for the movement of people and goods. A transportation system is the urban framework upon which a city or metropolitan area develops.

Transportation systems need to move commodities and people economically, safely and without restraint. They also need to accommodate all users, whether they travel by car and truck, rail, water, air, bike, transit or on foot. These objectives have many challenges but must ultimately be met if we are going to achieve a higher quality of life for the people of our region.

Because many governmental units and agencies have spheres of responsibility that impact the metropolitan transportation system, it is necessary that they all cooperate in exploring the challenges and opportunities together. The best way to accomplish this objective is through a cooperative program that represents all local units of government in a metropolitan area. The Duluth-Superior Metropolitan Interstate Council (MIC) provides the leadership forum for this important activity to occur.

The objectives of the MIC and its work activities, described in this document, are:

- ⊙ **To solve** major transportation issues and/or problems that affect multiple jurisdictions or agencies within the Duluth-Superior metropolitan area.
- ⊙ **To develop** detailed transportation information to encourage decisions that both enhances livability and optimizes the movement of people and goods throughout the metropolitan area.
- ⊙ **To make** the transportation network comprehensive, safe and fully integrated.
- ⊙ **To gain** the maximum benefit from each public transportation investment.
- ⊙ **To respond** to the social, economic and environmental interests of the region by conducting an area-wide transportation planning process that seeks out and incorporates the expressed needs and concerns of the area's residents, groups, units of government and affected agencies.

Summary of 2024 Key Accomplishments

2050 Metropolitan Transportation Plan (MTP)

Much of the MIC's work this year was focused on completing the 2025-2050 update of the MIC's long-range Metropolitan Transportation Plan (MTP). This included updating the content of all chapters, working with MIC-area jurisdictions to finalize the list of improvement projects and financial projections for inclusion in the final plan, finalizing GIS shape files and producing maps for inclusion in the MTP, and releasing the draft MTP in August for a 30-day public comment period.

During the public review period, MIC staff prepared display boards and conducted two public open houses - one in Duluth, the other in Superior; held a formal consultation with state and federal oversight partners; and reviewed and addressed all comments received and made appropriate revisions throughout the MTP.

The final MTP, *Sustainable Choices 2050*, was presented to and adopted by the MIC Policy Board in October.

New elements of the 2050 update included the application of a performance-based planning framework and development of a related project prioritization process; combined jurisdictional consultations and focus group discussions with targeted stakeholders to better understand area transportation needs, issues and opportunities.

It covers a twenty-five-year planning horizon and builds upon the holistic approach of the 2045 plan, by addressing all users of the transportation system and identifying a community-supported vision for how our transportation network will look, feel, and function in the future.

MIC Area Traffic Safety Analysis and Strategy and Project Selection

The objective of this project was to prepare a technical analysis as part of the development of a comprehensive Safety Action Plan in accordance with the federal Safe Streets and Roads for All (SS4A) program. Its completion this year will provide a regional safety analysis for all modes of travel, a prioritized list of high-risk locations and related mitigation strategies and a method to measure implementation progress.

This work will complete two components (Safety Analysis and Strategy and Project Selection) of the SS4A-funded comprehensive MIC Area Safety Action Plan (discussed in next item)

MIC Area Comprehensive Safety Action Plan

In early 2024, we were notified that the MIC was awarded a federal \$250,000 Safe

Streets and Roads for All (SS4A) planning grant to complete a comprehensive Safety Action Plan. in federal funds with a \$62,500 local match for a total project budget of \$312,500.

Work this year focused on obtaining the required local match amount of \$62,500 in and on completing the SS4A grant agreement with FHWA. Two meetings were held with representatives from local jurisdictions to determine a fair allocation among the cities and counties in both Minnesota and Wisconsin. MIC staff also applied to MnDOT's IJA Discretionary Match Program and in June were notified that we were awarded the full \$62,500 amount. It was also confirmed that this MnDOT grant will apply to MIC-area jurisdictions in both Minnesota and Wisconsin.

The Safety Analysis and Strategy and Project Selection completed this year will be incorporated into the planning process for the SS4A-funded comprehensive MIC Area Safety Action Plan and will form the basis for the planning work to complete its remaining six components.

The Request for Proposal for consultant assistance to prepare the final plan is in its early stages of development. We anticipate that the RFP will be posted in early January, 2025 and that a consultant will be on board by March to kick off the planning process.

Roadway Planning and Coordination

As part of the MIC's transportation planning and technical assistance role within the Duluth-Superior area, MIC staff participated in the following initiatives:

Blatnik Bridge Reconstruction Planning –MIC staff members continued to serve on several advisory committees and specialty work groups related to Minnesota and Wisconsin DOT's planning efforts for the reconstruction of the Blatnik Bridge between Duluth and Superior.

The MIC's traffic model for the Duluth-Superior area is being used as a forecasting tool in this process, to anticipate the impacts of its closure and to plan for ways to keep traffic moving on both sides of the bridge.

40th Ave W / Piedmont Ave & 24th Ave W Reconstruction Projects: The City and the County are meeting with area stakeholders to discuss components of these two projects: one, a corridor and one, an intersection. First, 40th AW from the freeway to the railroad crossing just below the large hill climb. This is to be a reconstruction project for 2026. The objective here is to design a new multimodal roadway layout including the future intersection control at Grand. Second, at Piedmont and 24th AW, determine if the temporary signal at this location should remain in place once the Twin Ports Interchange work concludes, plus determine the best signal control for the long term.

Transit Planning and Coordination

MIC staff continued to work cooperatively with DTA staff to promote and program projects and services that support and encourage transit use, to stay abreast of transit policy decisions, and to provide area-wide planning updates.

Harbor Planning and Coordination

The MIC continued to provide technical assistance and stakeholder coordination for intermodal transportation issues within the Duluth-Superior port and harbor. This included facilitating the Harbor Technical Advisory Committee (HTAC) and two issue-based subcommittees for dredging and navigation. HTAC is comprised of 34 voting members who represent a broad range of stakeholders, including environmental regulatory agencies from both states, the US Army Corps of Engineers, US Coast Guard, the Seaway Port Authority, local jurisdictions, public interest organizations, and private industry representatives.

The HTAC met four times this year (in a hybrid, in-person and online format) to discuss harbor-related issues and concerns, promote the harbor's economic and environmental importance, and provide sound planning and management recommendations to the MIC.

Transportation Improvement Programs (TIPs) for Duluth and Superior

Numerous amendments and administrative modifications were made to the 2024-2027 Duluth and Superior TIPs, in accordance with the MIC's Public Involvement Plan. In addition, the annual process of soliciting, prioritizing, and seeking public comment to develop and adopt the upcoming program of projects (for 2025-2025) is underway for both the Duluth and Superior metropolitan areas, in accordance with the timelines established by MnDOT and WisDOT.

Performance Measures

In accordance with federal requirements and guidance from WisDOT and MnDOT, the MIC adopted the updated statewide targets for Safety (PM1), Infrastructure Condition (PM2), and System Reliability (PM3) for inclusion in Duluth- and Superior- area Transportation Improvement Programs (TIPs) and the 2050 update of the long-range Metropolitan Transportation Plan.

Carbon Reduction Program (CRP)

After continued deliberations at the State level, MPOs were notified that federal CRP funds, once more, are being made available to member jurisdictions. Project eligibility has been expanded to more categories – more in the spirit of the federal program – including construction and planning of on/off road facilities for bikes and pedestrians.

MIC staff continued working with subgroups of jurisdictional representatives on both sides of the MIC area (MN and WI) to outline the project types for which to apply these funds.

Bicycle and Pedestrian Planning

The Bike and Ped Advisory Committee (BPAC) to the MIC met four times this year, providing a stakeholder forum for discussing bike and pedestrian issues which face this region, as well as hands-on assistance with bike and pedestrian work tasks. This year's topics included potential bike/ped facilities on the upcoming Blatnik Bridge reconstruction project, and opportunities for Transportation Alternatives and SRTS grants.

The two established subcommittees to the BPAC, the Bike and Pedestrian Subcommittees each met four times this year, providing a stakeholder discussion forum and technical advisory assistance for future Bikeway Plan and Pedestrian Plan updates, respectively. This work includes consideration of existing gaps and needs in our bike and pedestrian networks, as well as goals for future improvements to our bike and pedestrian transportation facilities.

In addition, MIC staff continued to accumulate bike counts at defined times of the year across the MIC area to add onto existing database and responded to requests to count the CCT Detour through the Lincoln Park Business District in coordination with the City of Duluth and Zeitgeist Center for Arts and Community, a local partner organization that coordinated volunteer assistance.

Administration/Program Coordination

The MIC Director and other MIC staff members conducted numerous administrative tasks including:

- Participation on numerous statewide planning efforts in both Minnesota and Wisconsin
- UPWP – budget development and approval.
- Attended (virtual) statewide MPO Directors meetings in Madison with the Wisconsin contingent and in St. Paul with the MnDOT and FHWA/FTA contingent.
- Planned and conducted monthly Policy Board and TAC meetings.
- Participated in meetings as a member of both the AMPO Board of Directors and AASHTO's Census Transportation Planning Products Oversight Board.
- Analyzed state and federal issues and reported to the MIC Policy Board on matters concerning the impacts of the federal transportation reauthorization bill and approvals of continuing resolutions at the federal level.

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SHORT RANGE PLANNING

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SS4A MIC-Area Safety Action Plan**(402501)**

Objective: *To produce a comprehensive Safety Action Plan for the Duluth-MN-Superior, WI metropolitan planning area that meets all requirements of the federal Safe Streets for All (SS4A) federal planning grant.*

Background

The MIC received a FY 2023 federal Safe Streets for All (SS4A) grant program in the amount of \$250,000, with a required local match of \$62,500 to produce a comprehensive Safety Action Plan for the entire MIC planning area. This planning initiative, anticipated to take 18-24 months to complete, will build upon the Phase 1, 2, and 3 technical crash data analysis work conducted by AECOM as an element of the MIC's CY 2022-2024 UPWPs.

Safety Action Plans are a foundational component in developing and implementing impactful safety improvement projects, as they articulate well-defined and measurable strategies to prevent or eliminate road injuries and fatalities within a community. They require data collection and analysis, selection and prioritization of specific safety improvement projects and strategies, policy and process reviews, goal-setting with political buy-in and commitment, high levels of community engagement using inclusive and representative processes, and ongoing, publicly-available progress reporting.

Major Work Activities

The work will be consultant-led with assistance from MIC staff. Initial staff work will focus on RFP posting and consultant selection. The eight SS4A Safety Action Plan components will form the basis of the consultant scope of work, to include:

- 1. Leadership and Commitment Goal Setting:** Facilitate a process by which official public commitment(s) are made by high-ranking officials (and/or governing bodies) to the long-term goal of eliminating roadway fatalities and serious injuries by a specific date.
- 2. Planning Structure:** Form a representative community advisory committee or task force for oversight of the plan's development, as well as its ongoing implementation and monitoring.
- 3. Safety Analysis:** Review the existing MIC area safety analysis for inclusion of all SS4A requirements, update if needed; use it as the foundation for an accessible, data-driven, public decision-making planning process.
- 4. Engagement and Collaboration:** Plan, organize and conduct a robust series of opportunities and events to engage with the public and relevant stakeholders, including public agencies, private sector, and community groups. Analyze and incorporate the input received into the Action Plan, including Project and Strategy Selections (described below).
- 5. Equity Considerations:** Identify and engage with historically underserved communities. The information received from these outreach activities will be analyzed and explicitly incorporated into the Action Plan.
- 6. Project and Strategy Selections:** Identify and prioritize projects and strategies, informed by

data, evidence, stakeholder input and equity considerations, to address the safety problems identified in the Action Plan.

7. **Policy and Process Changes:** Assess current policies and decision-making processes to identify opportunities to improve traffic safety, consistent with the Safe Systems approach, and with the other MIC-area jurisdictions.
8. **Progress and Transparency:** Develop methods to measure progress and outcomes on an ongoing basis. At a minimum, this will include annual public and accessible reporting on progress toward reducing roadway fatalities and injuries, and public posting of the Action Plan online.

Final Product

A comprehensive MIC-Area Safety Action Plan that is fully compliant with SS4A process and contents and will enable jurisdictions to apply for federal implementation grants. Anticipated completion date is on or before December 31, 2026.

Budget: \$312,500 Federal SS4A Grant and MnDOT IIJA Match Program Grant

\$47,235 Regular Work Plan Funding Sources

\$179,547	CY 2025 (250 staff hours; \$23,297 staff budget plus \$156,250 for consultant)
\$180,188	CY 2026 (250 staff hours; \$23,938 staff budget plus \$156,250 for consultant)

ONGOING INITIATIVES

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Bicycle / Pedestrian Planning, Coordination & Implementation (402580)

Objective: *To implement various bicycle and pedestrian planning activities and tasks to improve the bicycle and pedestrian environment in the Duluth-Superior Metropolitan Area.*

Background:

The ISTEA federal legislation passed in 1991, called for metropolitan planning organizations (MPOs) to include bicyclists and pedestrians within the transportation planning process. This prompted the MIC to adopt and regularly update the Metropolitan Bikeways (1994, 2019) and Pedestrian Plans (1999, 2021) with a goal to improve the bicycle and pedestrian environment in the region. In 2010 the MIC instituted the Bike and Pedestrian Advisory Committee (BPAC) in response to SAFETEA-LU (2005) legislation, prompting more MPO input in bike and pedestrian infrastructure issues. With the passage in 2021 of the IJA, funding was increased across a variety of bike/ped programs, and additional language stressing the importance of bike and pedestrian planning going forward.

Major Work Activities

- Facilitate the Bike and Pedestrian Advisory Committee (BPAC) consisting of representatives from local and state jurisdictions, organizations and agencies.
- Facilitate the technical subcommittees that provide recommendations to the BPAC, including the Bike Subcommittee, and Pedestrian Subcommittee.
- Provide project assistance by working in coordination with local jurisdictions to inform the bicycle- and pedestrian-related design elements of major transportation projects and to bring forward relevant recommendations from the MIC's Metropolitan Bikeways and Pedestrian Plans for implementation.
- Assist local jurisdictions in coalition building and public participation to implement and acquire funding for bicycle and pedestrian projects.
- Participate in ad-hoc bicycle and pedestrian-related events and other initiatives conducted by local municipalities, agencies and organizations. This includes but is not limited to: consultation at the project development stage for the MIC's constituent jurisdictions, and ongoing support for the jurisdiction's pursuit of funding as it pertains to the MIC, the MIC's Long-Range Plan, and inclusion in the current Transportation Improvement Program.

Special Projects – Short Range

Duluth-Superior Metropolitan Bikeways Plan Update: Work with the BPAC and its subcommittees to update the 2019 Duluth-Superior Metropolitan Bikeways Plan (2024).

Duluth-Superior Metropolitan Pedestrian Plan Update: Work with the BPAC and its subcommittees to update the 2021 Duluth-Superior Metropolitan Pedestrian Plan (2025).

Duluth-Superior Metropolitan Safe Routes to School: Provide technical assistance, planning

support and coordination with schools and local roadway jurisdictions on plans, projects and programs. This also includes coordination with Duluth's ISD 709 Safe Routes to School Coordinator Position (3-year, full-time position), that was recently awarded by MnDOT, to assist with the work of this grant-funded position with work that the MIC has done with regards to Safe Routes to School initiatives within the MPO area.

Cross City Trail: Provide coordination and technical assistance to implement and fund the Lakewalk to Munger Trail missing connection.

Bicycle & Pedestrian Counts: Continue to develop the Twin Ports bicycle and pedestrian count program. Evaluate the program, and to ensure long term sustainability. Continue to work with ARDC Planning and MIC-area jurisdictions to assist in various bike and pedestrian count initiatives, including but not limited to the use of the MIC's automated counters. Continue to build relationships with jurisdictions agencies and organizations, especially public works departments.

Carbon Reduction Program (CRP) funding: The MIC, as the local MPO for Duluth and Superior has oversight in regard to the allocation of CRP funds in the MIC Duluth and Superior MPO areas. In this capacity, the MIC facilitates consensus amongst the MIC's constituent jurisdictions to allocate CRP funds to eligible projects in the MPO's area.

Final Product

Products vary depending on the specific tasks within this element. Some tasks are purely administrative or coordination in nature.

For 2024, this element includes 2.5%, \$10,422 of Minnesota FHWA funds, \$1,328.39 of Wisconsin FHWA funds, and \$17,569.05 of Wisconsin FTA funds, set-aside for complete streets and bike/ped projects; these funds will be used through the BPAC and its subcommittees to work with local jurisdictions to provide safe and accessible transportation options within their projects. They will also work towards keeping the MIC Bike Plan and MIC Pedestrian Plan a living document and make updates when needed.

In addition, for 2025, this element includes 2.5%, \$11,129.05 of Minnesota FHWA funds, \$1,366.58 of Wisconsin FHWA funds, and \$16,202.47 of Wisconsin FTA funds, set-aside for complete streets and bike/ped projects; these funds will be utilized in 2025 similar to the utilization in 2024.

Budget

\$ 45,108	CY 2025 (MIC Budget includes an estimated 825 staff hours)
\$ 46,789	CY 2026 (MIC Budget includes an estimated 825 staff hours)

Roadway Planning, Coordination & Implementation

(402581)

Objective: To continue the MIC's transportation planning and technical assistance role in roadway planning within the Duluth-Superior metropolitan area; implementation follow-up meetings with jurisdictions and/or analysis of previously conducted planning efforts.

Special Projects – Short Range

North Tower Avenue -Belknap to 28th St: The City of Superior’s Tower Avenue Road Diet Feasibility Study is continuing, and the scope has been extended from 21st to 28th Street. The MIC has provided our Travel Demand Model to the consultant team, and they are analyzing the impacts of re-directed traffic on the network as well as the multimodal potential of this roadway.

East 2nd St (USH 2/53) at 50th Ave East – Explore traffic control measures at this intersection entering/exiting the City of Superior at southeast corner of town. Will work with DOT and City staff to analyze speed control options and attempt to improve the amenities for the non-motorized public in crossing this busy corridor.

Blatnik Bridge: Coordinate with MnDOT and WisDOT by participating in the project steering committee and by promoting their public and stakeholder engagement activities for this major transportation project.

MIC Area Roadway Capacity Study: In accordance with a recommendation from the MIC’s 2050 long- range Metropolitan Transportation Plan, continue to research and compile a database of area roadway facilities that might be candidates for a 4- to 3-lane reduction.

Central Entrance: Coordinate with MnDOT and their consultant by participating in the project steering committee and by promoting their public and stakeholder engagement activities for this major project over the next four to five years.

I-35 Community Access Revitalization Study: MIC staff will assist the City of Duluth, via RFP review and subsequent committee work, in the City’s task of gaining a consultant to undertake the further study of the I-35 corridor in the downtown and West Duluth segments of the freeway. The objective, following the MICs own I-35 Plan of 2023, is to determine the options in these two locations for improved multimodal connectivity: improving neighborhood connections in West Duluth and connecting the business community of the Duluth downtown with Canal Park. The timeline for this project is from 2025-2027 and includes the following funding: Federal RCN program for \$1.8 million, a match through the State of Minnesota IJA Matching Program for \$450,000, for a project total of \$2,250,000. The Knight Foundation has also committed \$75,000 to the project.

Budget

\$ 45,716	CY 2025 (MIC Budget includes an estimated 550 staff hours)
\$ 45,658	CY 2026 (MIC Budget includes an estimated 550 staff hours)

Harbor Planning, Coordination & Implementation

(402582)

Objective: *To continue the MIC's transportation planning and technical assistance role by providing guidance and assistance with intermodal transportation issues within the Duluth-Superior harbor.*

Ongoing Work Activities

- Provide primary staff support for and coordination of the MIC's Harbor Technical Advisory Committee (HTAC).
- Provide a forum for interagency discussion and cooperation on harbor-related issues, primarily including but not limited to dredging, navigation, environmental, business, and recreation topics.
- Build and maintain relationships with the very diverse group of HTAC partners and participants.
- Staff and sometimes coordinate HTAC subcommittees (Dredging, Navigation & Safety, Bylaws & Membership, etc.), and create new subcommittees as is requested and/or warranted.
- Maintain HTAC voting and subcommittee memberships to ensure they are kept up to date.
- Support, promote, and/or assist with numerous harbor-related tasks, plans, or efforts, such as:
 - finding and promoting viable use/reuse of dredge materials locally,
 - completion of the St Louis River Area of Concern work,
 - Harbor Safety Workgroup updates and messaging,
 - development of an updated Dredge Material Management Plan (DMMP) for the ports of Duluth and Superior (as needed), and
 - establish data-based Environmental Windows in the harbor and estuary (as needed).
- Maintain the MICs Port Land Use Plan and support and advocate for the implementation of its recommendations. The recommendations require cooperation by a variety of agencies/jurisdictions.
- Advocate for port use and improvements.
- Seek additional funding sources to supplement work activities (as needed via special projects).
- Report HTAC activities to the MIC Policy Board.
- Present the HTAC as a model for other ports and communities to replicate.

Final Product

Provide staff support to the MIC Harbor Technical Advisory Committee and its subcommittees at meetings throughout the year. Staff also stays abreast of specific harbor issues and interacts with partners or consultants hired to undertake special studies.

Budget

\$ 63,371 CY 2025 (MIC Budget includes an estimated 775 staff hours)
\$ 65,149 CY 2026 (MIC Budget includes an estimated 775 staff hours)

Transit Program Administration, Coordination and Monitoring (402583)

Objective: *To ensure a coordinated and effective transit planning process is carried out within the Duluth-Superior Metropolitan area, the MIC will maintain its technical assistance role by working cooperatively with the Duluth Transit Authority (DTA) on programs that affect, improve and promote transit use.*

Major Work Activities

- Prepare and attend regular meetings of the DTA Board of Directors and other ad hoc meetings with DTA staff.
- Work with DTA and MnDOT to update the MPO's Memorandum of Understanding with the Duluth Transit Authority, consistent with 23 CFR 450.314, for the MPO, the State(s), and the providers of public transportation to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process.
- Bus Rapid Transit Facility Study: MIC staff will participate on the steering committee for the DTA's consultant-led study to assess possible location, design, and cost for BRT stations along two primary corridors that are planned for high-frequency transit "Go" lines.
- Complete quarterly invoices and provide regular progress reports on transit planning activities to ARDC, NWRPC and state and federal agencies.

Special Projects

MIC staff will assist DTA staff on projects that may include:

- Bus Stop Connectivity and Accessibility Assessment: Evaluate first mile/last mile pedestrian connections to bus stops on major arterials, including condition, gaps, and maintenance of adjacent sidewalks. Evaluate ADA accessibility as it relates to existing (or needed) no parking zones adjacent to bus stops.
- Transit-Oriented Development (TOD) Assessment: Develop a tool or metric to assess the impact of various land uses on transit utilization; apply that assessment tool to prioritize and identify sites best suited to TOD along identified corridors, including Central Entrance.
- Participation in community-led transit and pedestrian encouragement activities and events (e.g., Bus-Bike-Walk month)
- Strategic planning processes.

Budget

\$ 47,855 CY 2025 (MIC Budget includes an estimated 700 staff hours)
\$ 49,394 CY 2026 (MIC Budget includes an estimated 700 staff hours)

Freight Planning, Coordination & Implementation

(402584)

Objective: *To continue the MIC’s transportation planning and technical assistance role regarding the issue of freight movement both landside and waterborne within and through the Duluth-Superior metropolitan area and the broader northeast Minnesota-northwest Wisconsin region.*

Major Work Activities

- Continue consultation with WisDOT and City of Superior regarding long term planning options for US HWY 2/Winter St corridor and Belknap Street regarding freight movement (still relevant issue).
- Work with all area agencies and jurisdictions toward implementing the recommendations and policies outlined in the Minnesota and Wisconsin Freight Plans.
- Assist with the most recent update of the State of Wisconsin’s Freight Plan and participate on the Freight Advisory Committee.
- Continue efforts to integrate freight movement needs into mainstream transportation planning.
- Integrate freight movement needs into the MIC’s long range Metropolitan Transportation Plan.
- Monitor area freight needs, review and update recommendations of the MIC’s Truck Route Study and the MnDOT District 1 Regional Freight Plan. Focus on OS/OW loads in the network.
- Represent the greater Minnesota MPOs on the Minnesota Freight Advisory Committee (MFAC) at its quarterly meetings in the Twin Cities.

Budget

\$ 30,363 CY 2025 (MIC Budget includes an estimated 400 staff hours)
 \$ 31,075 CY 2026 (MIC Budget includes an estimated 400 staff hours)

LONG RANGE PLANNING & COORDINATION

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Objective: *In October 2024 the MIC adopted its current long range Metropolitan Transportation Plan (MTP) – Sustainable Choices 2050 – following a two-year effort. Moving forward MIC staff will begin implementing the MTP in various ways, including revising the TIP process and reporting on progress being made. The general focus of implementation will be to meet the MTP’s goals and objectives in ways that best support realization the plan’s vision.*

Major Work Activities

Long range planning tasks will include:

1. Implementation of 2050 Metropolitan Transportation Plan

- Ensure the goals and objectives of the recently adopted *Sustainable Choices 2050* (MTP) are considered and prioritized in local transportation plans, projects, and policies so the MTP’s vision for the MIC area’s multimodal transportation network may be realized.
- Ensure the MTP pages of the MIC’s website are fully updated and maintained.
- Update the existing TIP process to incorporate the new Performance-Based Planning approach in the MTP. Work with TAC members and other jurisdiction stakeholders, as needed. This will require numerous changes to the TIP process and required information to be shared.
- Update and standardize the financial summaries related to the MIC area’s transportation network. Improve the fiscally constrained and illustrative project lists in general and for future MTPs. Work with MnDOT, WisDOT, and FHWA as needed.
- Develop a regular (annual?) performance assessment and progress reporting approach – is anticipated to require data collection from jurisdictions.
- Conduct regular (annual?) jurisdictional consultations and public engagement activities to identify local transportation issues, needs, trends, and/or priorities. Perhaps issue an annual simple survey to help do so.
- Engage with key partners and stakeholder groups on a more regular (annual?) basis to evaluate progress being made and learn of new issues and concerns.
- Collect data for system performance assessment and progress in meeting state performance targets.
- As appropriate assess safety, security, efficiency, connectivity, equity, and/or resiliency across the MIC area transportation network. Support studies or develop related strategies to address identified issues.
- Develop recommendations for policy and/or topics for possible future study as they relate to the MIC area.

2. Travel Demand Model (TDM) Update and Running Scenarios

- Update socioeconomic data that is at the foundation of the Duluth-Superior Travel Demand Model, as well as exploring options for improving its associated process, structure, and/or

inputs. This will include moving from a TAZ-based model to one that is census block based, in accordance with the new standard of data collection.

- Work with jurisdictions and consultants as needed to “ground truth” the output from the updated TDM.
- Run future scenarios based on the MIC’s Travel Demand Model, including one that models a full closure of the Blatnik Bridge; others to be determined.

3. Minnesota and Wisconsin Statewide Planning Initiatives

- Continue work with WisDOT and MnDOT on implementation measures related to the state’s long-range multi-modal plans, highway investment plans and statewide freight plans.

4. Transportation Performance Management

- In coordination with MnDOT and WisDOT, MIC staff will adopt updated federally required transportation performance measure targets for the MIC planning area.

Final Product

The 2050 update of the Metropolitan Transportation Plan, Sustainable Choices 2050, along with initial efforts to implement it through several actions; updating the Travel Demand Model; and other long range planning tasks as described.

Budget

\$ 209,442	CY 2025 (MIC Budget includes 2,225 staff hours and \$40,000 for consultant)
\$ 213,260	CY 2026 (MIC Budget includes 2,225 staff hours and \$40,000 for consultant)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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2025 – 2028 Transportation Improvement Programs (CY 2025), and 2026 – 2029 Transportation Improvement Programs (CY 2026)

Objective: *To develop the Duluth and Superior-area Transportation Improvement Programs (TIPs) for submission to federal and state sources. The MPO is charged with developing and promoting programs and projects that best meet the needs of the regional transportation network.*

Ongoing Work Activities

- Meet with member jurisdictions to discuss possible project submittals.
- Ensure that federal investments are tied to planning, priorities and policies as defined in the MIC's current Long-Range Transportation Plan.
- Solicit, review and confirm MTP compliance for all new projects that are to be included in the TIP and assist MnDOT with Area Transportation Partnership (ATP) as member of steering committee and work group.
- Complete all federal requirements pertaining to draft and final TIP development, including fiscal constraint analysis, Environmental Justice analysis and mapping, summarizing proposed projects' effect on Performance Measure and Transit Asset Management targets, relating TIP projects to the federal planning factors, consulting with state and federal agencies, and conducting public engagement in accordance with the MIC's Public Involvement Plan.
- Present final TIPs to Transportation Advisory Committee and MIC Policy Board for approvals; transmit approved TIP to federal and state agencies.
- Amend or administratively modify current (approved) TIPs in response to requested changes in project schedules and/or scopes of work and conduct public engagement in accordance with the MIC's Public Involvement Plan.

Special Projects – Short Range

TIP Project Change Request Form

Develop an Amendment/Administrative Modification Request form that Duluth-area jurisdictions can use when proposing changes to the current (approved) TIP project lists. For completion Fall 2024 for the Duluth 2025-2028 TIP.

Final Product

Each state's TIP will follow a schedule as determined by MnDOT and WisDOT in coordination with MIC and NWRPC staff.

Budget

\$ 94,076	CY 2025 (MIC Budget includes an estimated 1,275 staff hours)
\$ 96,434	CY 2026 (MIC Budget includes an estimated 1,275 staff hours)

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MIC ADMINISTRATION

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Program Administration, Coordination and Monitoring

Purpose: *Ensure a coordinated and effective transportation planning process is carried out within the Duluth-Superior metropolitan area.*

Objective: To ensure a coordinated and effective transportation planning process is carried out within the Duluth-Superior metropolitan area.

Major Work Activities Program Administration

- Project task administration and communication between the MIC and its advisory committees.
- Prepare budgets and quarterly progress reports.
- Administer strategic planning for the MPO staff and advisory committees.
- Assist MnDOT and WisDOT with grant applications, as need.
- Provide the MPO Policy Board, ARDC Board, Northwest Wis RPC Board and other relevant agencies and/or public leaders with information on the MPO's planning functions.

Program Coordination

- Consult with all MIC-area levels of government.
- Conduct mid-year review meeting with state and federal agencies.
- Track and/or respond to federal and state transportation issues.
- Cooperate with ARDC staff and all MPO jurisdictions with regard to GIS activities.
- Prepare and conduct ad hoc meetings to promote transportation initiatives.

Work Program Development & Monitoring

- Prepare a comprehensive Work Program (including amendments) each year.
- Prepare and monitor invoices, quarterly reports and other administrative functions.
- Monitor status of the Consolidated Planning Grant as it relates to Work Program development.

Statewide and District Planning

- Assist both MnDOT and WisDOT in statewide multimodal planning efforts.
- The MIC's Travel Demand Model will be made available upon request to assist area jurisdictions with their transportation planning initiatives.

Training, Workshops and Conferences

- Attend WISDOT and MNDOT statewide MPO directors' meetings as scheduled.
- Attend various statewide functions or workshops relevant to the MIC.
- Attend workshops that promote staff development. These will take the form of computer software training, personal writing, and speaking courses or similar presentation skills training.
- Attend/participate on Association of Metropolitan Planning Organization (AMPO)'s Board of Directors.
Spring 2024-25—Annual Board meeting; Fall 2024-25—National Meeting/Conference; plus meetings of AMPO Tech Committee (virtual and in-person).
- Attend select National Association of Development Organizations (NADO) and American Planning Association (APA) workshops and conferences.
- Continue to implement and conduct staff training as necessary for the MIC's Title VI and LEP requirements.

Communication Initiatives

We will continue to maintain and update our dsmic.org website and employ a range of traditional and online media outlets to effectively communicate with project stakeholders and the public about our transportation planning activities.

All planning activities that are open to the public (e.g., meetings of the MIC Policy Board, advisory committees, open houses for the TIP and MTP), will continue with a hybrid meeting model so that participants will have the option of attending either in person or virtually (online via Microsoft Teams).

Public Involvement Plan (PIP) – update the MIC’s 2019 PIP in accordance with 23 CFR 450.316, to specify processes and strategies the MIC will employ to proactively seek full representation from the community, consider public comments and feedback, and incorporate that input into our projects and plans when possible.

Final Product

Final products take the form of budgets, working papers, group facilitation, meeting attendance, training sessions, report writing, staff oversight, etc. All are ongoing tasks carried out throughout the course of the year.

Budget

\$ 348,832	CY 2025 (MIC Budget includes an estimated 3,700 staff hours)
\$ 356,515	CY 2026 (MIC Budget includes an estimated 3,700 staff hours)

MIC Administration

MIC Administrative Cost Allocation

NOTE:

Beginning with the 2015 CY Budget, the MIC accounts for financial staff time from our host agency (ARDC) in a manner changed from prior years. ARDC administrative staff time is incorporated into our budget in the same manner as any other staff person of the MIC. (Hour estimates for ARDC staff are noted on page vi). A copy of the 2024 ARDC Cost Allocation Plan can be found on our website at: [2025 ARDC Cost Allocation Plan](#).

Additionally, billable items such as building use space, utilities and other items previously within the indirect component of the budget are, likewise, now accounted for within the direct expenditure component (Program Administration – this element) of the budget.

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2025 BUDGET

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**MIC Unified Transportation Planning Work Program
2025 FUNDING SOURCES**

MINNESOTA	
Consolidated Planning Grant (CPG - Minnesota)	\$644,898
Minnesota State Funds (MnDOT)	\$53,420
Arrowhead Regional Development Commission (ARDC - Match)	\$121,160
MINNESOTA TOTAL	\$819,478
WISCONSIN	
Federal Highway Administration (CPG - Wisconsin)	\$70,866
Wisconsin State Funds (CPG Match - WisDOT)	\$3,229
Northwest Regional Planning Commission (Local Match-NWRPC)	\$14,487
WISCONSIN TOTAL	\$88,582
MINNESOTA + WISCONSIN FUNDING TOTALS	\$908,060
<p align="center">In addition to the above sources, the Duluth-Superior Metropolitan Interstate Council was also the recipient of a Safe Streets For All Grant, as broken down below.</p>	
Federal Safe Streets For All Grant	
FHWA	\$125,000
MnDOT - IJJA Discretionary Match Program	\$31,250
SS4A TOTAL	\$156,250
TOTAL 2025 REVENUE - ALL SOURCES	\$1,064,310
<p align="center"><i>*Anticipated funding levels - subject to change upon further review from all sources.</i></p>	

Duluth – Superior Metropolitan Interstate Council
2025 TRANSPORTATION PLANNING PROGRAM ELEMENTS

Project Type	Project Name	Hours	Salaries	Fringe	Indirect	Direct	Totals*
Short Range							
MIC Area-wide	Safe Streets For All	250	\$ 14,212	\$ 4,974	\$ 2,110	\$ 2,000	\$ 23,297
MIC Area-wide	Metropolitan Bike/Ped Planning	825	\$ 30,023	\$ 10,508	\$ 4,458	\$ 119	\$ 45,108
MIC Area-wide	Harbor Planning	775	\$ 40,154	\$ 14,054	\$ 5,963	\$ 3,200	\$ 63,371
MIC Area-wide	Freight Planning and Coordination	400	\$ 19,802	\$ 6,931	\$ 2,941	\$ 690	\$ 30,363
MIC Area-wide	Transit Planning	700	\$ 31,832	\$ 11,141	\$ 4,727	\$ 155	\$ 47,855
MIC Area-wide	Roadway Planning and Coordination	550	\$ 26,332	\$ 9,216	\$ 3,910	\$ 6,257	\$ 45,716
	SUBTOTAL	3,500	\$ 162,355	\$ 56,824	\$ 24,110	\$ 12,421	\$ 255,710
MIC Area-wide	*Safe Streets for All (Federal/State Grant)	-	\$ -	\$ -	\$ -	\$ 156,250	\$ 156,250
Long Range							
MIC Area-wide	Long Range Plannin/Coordination	2,225	\$ 100,662	\$ 35,232	\$ 14,948	\$ 58,600	\$ 209,442
MN & WI	Transportation Improvement Program	1,275	\$ 53,004	\$ 18,551	\$ 7,871	\$ 14,650	\$ 94,076
Administration						\$ -	
MIC Area-wide	MIC Administration / Coordination	3,700	\$ 184,280	\$ 64,498	\$ 27,366	\$ 72,688	\$ 348,832
	GRAND TOTAL*	10,700	\$ 500,301	\$ 175,105	\$ 74,295	\$ 314,609	\$1,064,310

Rounding results in some totals off by \$1

**Safe Street for All Grant is exclusive of the CPG funding*

**Duluth - Superior Metropolitan Interstate Council
2025 COMBINED MN/WI COST SHARE ALLOCATION PERCENTAGE**

	Total	MN - CPG*	MN-ST	MN-L	WI -CPG*	WI - ST	WI - L
	(MN/WI)	Federal	Match	Match	Federal	Match	Match
Short Range Planning	\$ 255,710	\$ 181,603	\$ 15,043	\$ 34,119	\$ 19,956	\$ 909	\$ 4,080
	100.00%	71.02%	5.88%	13.34%	7.80%	0.36%	1.60%
Long Range Planning	\$ 209,442	\$ 148,744	\$ 12,321	\$ 27,945	\$ 16,345	\$ 745	\$ 3,341
	100.00%	71.02%	5.88%	13.34%	7.80%	0.36%	1.60%
TIP	\$ 94,076	\$ 66,812	\$ 5,534	\$ 12,552	\$ 7,342	\$ 335	\$ 1,501
	100.00%	71.02%	5.88%	13.34%	7.80%	0.36%	1.60%
Administration	\$ 348,832	\$ 247,738	\$ 20,521	\$ 46,544	\$ 27,223	\$ 1,240	\$ 5,565
	100.00%	71.02%	5.88%	13.34%	7.80%	0.36%	1.60%
Totals	\$ 908,060	\$ 644,898	\$ 53,420	\$ 121,160	\$ 70,866	\$ 3,229	\$ 14,487
	100.00%	71.02%	5.88%	13.34%	7.80%	0.36%	1.60%

Rounding results in some totals off by \$1

**Consolidated Planning Grant*

**Duluth - Superior Metropolitan Interstate Council
2025 COST SHARE ALLOCATION -- MINNESOTA PORTION**

MIC Project Description	TOTAL COSTS	MN-CPC* Federal (a)	MN - State MATCH (a)	MN - Local MATCH
Short Range Planning	\$230,765	\$181,603	\$15,043	\$34,119
	100.00%	78.70%	6.52%	14.79%
Safe Streets for All (MIC CPG Funding)	\$21,024	\$16,545	\$1,371	\$3,108
Metropolitan Bicycle / Ped Planning	\$40,708	\$32,035	\$2,654	\$6,019
Harbor Planning and Coordination	\$57,189	\$45,006	\$3,728	\$8,455
Freight Planning and Coordination	\$27,401	\$21,564	\$1,786	\$4,051
Transit Planning	\$43,187	\$33,986	\$2,815	\$6,385
Roadway Planning and Coordination	\$41,256	\$32,467	\$2,689	\$6,100
Long Range Planning	\$189,011	\$148,744	\$12,321	\$27,945
	100.00%	78.70%	6.52%	14.79%
Transportation Improvement Program (TIP)	\$84,899	\$66,812	\$5,534	\$12,552
	100.00%	78.70%	6.52%	14.79%
MIC Administration	\$314,803	\$247,738	\$20,521	\$46,544
	100.00%	78.70%	6.52%	14.79%
GRAND TOTALS	\$819,478	\$644,898	\$53,420	\$121,160
	100.00%	78.70%	6.52%	14.79%

Rounding results in some totals off by \$1

** Consolidated Planning Grant*

**Duluth - Superior Metropolitan Interstate Council
2025 COST SHARE ALLOCATION -- WISCONSIN PORTION**

MIC Project Description	TOTAL COSTS	WI-CPG* Federal (a)	WI - State MATCH (a)	WI - Local MATCH
Short Range Planning	\$24,945	\$19,956	\$909	\$4,080
	100.00%	80.00%	3.65%	16.35%
Safe Streets for All (MIC CPG Funding)	\$2,273	\$1,818	\$83	\$372
Metropolitan Bicycle / Ped Planning	\$4,400	\$3,520	\$160	\$720
Harbor Planning and Coordination	\$6,182	\$4,946	\$225	\$1,011
Freight Planning and Coordination	\$2,962	\$2,370	\$108	\$484
Transit Planning	\$4,668	\$3,735	\$170	\$763
Roadway Planning and Coordination	\$4,460	\$3,568	\$163	\$729
Long Range Planning	\$20,431	\$16,345	\$745	\$3,341
	100.00%	80.00%	3.65%	16.35%
Transportation Improvement Program (TIP)	\$9,177	\$7,342	\$335	\$1,501
	100.00%	80.00%	3.65%	16.35%
MIC Administration	\$34,029	\$27,223	\$1,240	\$5,565
	100.00%	80.00%	3.65%	16.35%
GRAND TOTALS	\$88,582	\$70,866	\$3,229	\$14,487
	100.00%	80.00%	3.65%	16.35%

Rounding results in some totals off by \$1

** Consolidated Planning Grant*

2025 COMPLETE STREETS MN & WI

2025 MINNESOTA COMPLETE STREETS SET-ASIDE

MPO		Total	Federal	State	Local
Duluth-Superior	Available SATO Funding	\$819,478.00	\$644,898.00	\$53,420.00	\$121,160.00
Non SATO 80/20		\$805,566.69	\$633,768.95	\$53,420.00	\$118,377.74
FHWA 2.5% *	\$11,129.05	\$11,129.05	\$11,129.05	\$0.00	\$0.00
Total		\$816,695.74	\$644,898.00	\$53,420.00	\$118,377.74
= PL Dist. Formula - Total					\$2,782.26

* Amount to be spent on Complete Streets activities in 2025.

2025 WISCONSIN COMPLETE STREETS SET-ASIDE

MPO		Total	Federal	State	Local
Duluth-Superior	Available SATO Funding	\$88,436.09	\$70,719.67	\$3,229.29	\$14,487.13
Non SATO 80/20		\$66,479.34	\$53,154.27	\$3,229.29	\$10,095.78
FHWA 2.5% + FTA SATO	\$17,565.40	\$17,565.40	\$17,565.40	\$0.00	\$0.00
Total		\$84,044.74	\$70,719.67	\$3,229.29	\$10,095.78
= PL Dist. Formula - Total		\$4,391.35	\$0.00	\$0.00	\$4,391.35

* Amount to be spent on Complete Streets activities in 2025.

2026 BUDGET

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MIC Unified Transportation Planning Work Program

2026 FUNDING SOURCES

MINNESOTA	
Consolidated Planning Grant (CPG - Minnesota)	\$661,020
Minnesota State Funds (MnDOT)	\$53,420
Arrowhead Regional Development Commission (ARDC - Match)	\$125,190
MINNESOTA TOTAL	\$839,630
WISCONSIN	
Federal Highway Administration (CPG - Wisconsin)	\$70,866
Wisconsin State Funds (CPG Match - WisDOT)	\$3,229
Northwest Regional Planning Commission (Local Match-NWRPC)	\$14,487
WISCONSIN TOTAL	\$88,582
MINNESOTA + WISCONSIN FUNDING TOTALS	928,212
<p>In addition to the above sources, the Duluth-Superior Metropolitan Interstate Council was also the recipient of a Safe Streets For All Grant, as broken down below.</p>	
Federal Safe Streets For All Grant	
FHWA	\$125,000
MnDOT - IIJA Discretionary Match Program	\$31,250
SS4A TOTAL	\$156,250
TOTAL 2026 REVENUE - ALL SOURCES	\$1,084,462
<p><i>*Anticipated funding levels - subject to change upon further review from all sources.</i></p>	

Duluth – Superior Metropolitan Interstate Council

2026 MIC TRANSPORTATION PLANNING PROGRAM ELEMENTS

Project Type	Project Name	Hours	Salaries	Fringe	Indirect	Direct	Totals*
Short Range							
MIC Area-wide	Safe Streets For All	250	\$ 14,640	\$ 5,124	\$ 2,174	\$ 2,000	\$ 23,938
MIC Area-wide	Metropolitan Bike/Ped Planning	825	\$ 30,861	\$ 10,801	\$ 4,583	\$ 544	\$ 46,789
MIC Area-wide	Harbor Planning	775	\$ 41,341	\$ 14,469	\$ 6,139	\$ 3,200	\$ 65,149
MIC Area-wide	Freight Planning and Coordination	400	\$ 20,377	\$ 7,132	\$ 3,026	\$ 540	\$ 31,075
MIC Area-wide	Transit Planning	700	\$ 32,752	\$ 11,463	\$ 4,864	\$ 315	\$ 49,394
MIC Area-wide	Roadway Planning and Coordination	550	\$ 27,094	\$ 9,483	\$ 4,023	\$ 5,058	\$ 45,658
	SUBTOTAL	3,500	\$ 167,065	\$ 58,473	\$ 24,809	\$ 11,656	\$ 262,003
MIC Area-wide	*Safe Streets for All (Federal/State Grant)	-	\$ -	\$ -	\$ -	\$ 156,250	\$ 156,250
Long Range							
MIC Area-wide	Long Range Plannin/Coordination	2,225	\$ 103,610	\$ 36,264	\$ 15,386	\$ 58,000	\$ 213,260
MN & WI	Transportation Improvement Program	1,275	\$ 54,577	\$ 19,102	\$ 8,105	\$ 14,650	\$ 96,434
Administration						\$ -	
MIC Area-wide	MIC Administration / Coordination	3,700	\$ 189,778	\$ 66,422	\$ 28,182	\$ 72,133	\$ 356,515
	GRAND TOTAL*	10,700	\$ 515,030	\$ 180,261	\$ 76,482	\$ 312,690	\$1,084,462

Rounding results in some totals off by \$1

**Safe Street for All Grant is exclusive of the CPG funding*

**Duluth - Superior Metropolitan Interstate Council
2026 COMBINED MN/WI COST SHARE ALLOCATION PERCENTAGE**

	Total	MN - CPG*	MN-ST	MN-L	WI -CPG*	WI - ST	WI - L
	(MN/WI)	Federal	Match	Match	Federal	Match	Match
Short Range Planning	\$ 262,003	\$ 186,584	\$ 15,079	\$ 35,337	\$ 20,003	\$ 911	\$ 4,089
	100.00%	71.21%	5.76%	13.49%	7.63%	0.35%	1.56%
Long Range Planning	\$ 213,260	\$ 151,872	\$ 12,273	\$ 28,763	\$ 16,282	\$ 742	\$ 3,328
	100.00%	71.21%	5.75%	13.49%	7.63%	0.35%	1.56%
TIP	\$ 96,434	\$ 68,675	\$ 5,550	\$ 13,006	\$ 7,362	\$ 335	\$ 1,505
	100.00%	71.21%	5.76%	13.49%	7.63%	0.35%	1.56%
Administration	\$ 356,515	\$ 253,890	\$ 20,518	\$ 48,084	\$ 27,219	\$ 1,240	\$ 5,564
	100.00%	71.21%	5.76%	13.49%	7.63%	0.35%	1.56%
Totals	\$ 928,212	\$ 661,020	\$ 53,420	\$ 125,190	\$ 70,866	\$ 3,229	\$ 14,487
	100.00%	71.21%	5.76%	13.49%	7.63%	0.35%	1.56%

Rounding results in some totals off by \$1

**Consolidated Planning Grant*

**Duluth - Superior Metropolitan Interstate Council
2026 COST SHARE ALLOCATION -- MINNESOTA PORTION**

MIC Project Description	TOTAL COSTS	MN-CPG* Federal (a)	MN - State MATCH (a)	MN - Local MATCH
Short Range Planning	\$236,999	\$186,584	\$15,079	\$35,337
	100.00%	78.73%	6.36%	14.91%
Safe Streets for All (MIC CPG Funding)	\$21,654	\$17,047	\$1,378	\$3,229
Metropolitan Bicycle / Ped Planning	\$42,324	\$33,320	\$2,693	\$6,311
Harbor Planning and Coordination	\$58,932	\$46,395	\$3,749	\$8,787
Freight Planning and Coordination	\$28,109	\$22,130	\$1,788	\$4,191
Transit Planning	\$44,680	\$35,176	\$2,843	\$6,662
Roadway Planning and Coordination	\$41,301	\$32,515	\$2,628	\$6,158
Long Range Planning	\$192,908	\$151,872	\$12,273	\$28,763
	100.00%	78.73%	6.36%	14.91%
Transportation Improvement Program (TIP)	\$87,231	\$68,675	\$5,550	\$13,006
	100.00%	78.73%	6.36%	14.91%
MIC Administration	\$322,492	\$253,890	\$20,518	\$48,084
	100.00%	78.73%	6.36%	14.91%
GRAND TOTALS	\$839,630	\$661,020	\$53,420	\$125,190
	100.00%	78.73%	6.36%	14.91%

Rounding results in some totals off by \$1

** Consolidated Planning Grant*

**Duluth - Superior Metropolitan Interstate Council
2026 COST SHARE ALLOCATION -- WISCONSIN PORTION**

MIC Project Description	TOTAL COSTS	WI-CPG* Federal (a)	WI - State MATCH (a)	WI - Local MATCH
Short Range Planning	\$25,004	\$20,003	\$911	\$4,089
	100.00%	80.00%	3.65%	16.35%
Safe Streets for All (MIC CPG Funding)	\$2,284	\$1,828	\$83	\$374
Metropolitan Bicycle / Ped Planning	\$4,465	\$3,572	\$163	\$730
Harbor Planning and Coordination	\$6,217	\$4,974	\$227	\$1,017
Freight Planning and Coordination	\$2,966	\$2,372	\$108	\$485
Transit Planning	\$4,714	\$3,771	\$172	\$771
Roadway Planning and Coordination	\$4,357	\$3,486	\$159	\$713
Long Range Planning	\$20,352	\$16,282	\$742	\$3,328
	100.00%	80.00%	3.65%	16.35%
Transportation Improvement Program (TIP)	\$9,203	\$7,362	\$335	\$1,505
	100.00%	80.00%	3.65%	16.35%
MIC Administration	\$34,023	\$27,219	\$1,240	\$5,564
	100.00%	80.00%	3.65%	16.35%
GRAND TOTALS	\$88,582	\$70,866	\$3,229	\$14,487
	100.00%	80.00%	3.65%	16.35%

Rounding results in some totals off by \$1

** Consolidated Planning Grant*

2026 COMPLETE STREETS MN & WI

2026 MINNESOTA COMPLETE STREETS SET-ASIDE

MPO		Total	Federal	State	Local
Duluth-Superior	Available SATO Funding	\$839,630.45	\$661,020.45	\$53,420.00	\$125,190.00
Non SATO 80/20		\$825,371.35	\$649,613.17	\$53,420.00	\$122,338.18
FHWA 2.5% *	\$11,407.28	\$11,407.28	\$11,407.28	\$0.00	\$0.00
Total		\$836,778.63	\$661,020.45	\$53,420.00	\$122,338.18
= PL Dist. Formula - Total					\$2,851.82
* Amount to be spent on Complete Streets activities in 2026.					

2026 WISCONSIN COMPLETE STREETS SET-ASIDE

MPO		Total	Federal	State	Local
Duluth-Superior	Available SATO Funding	\$88,436.09	\$70,719.67	\$3,229.29	\$14,487.13
Non SATO 80/20		\$66,479.34	\$53,154.27	\$3,229.29	\$10,095.78
FHWA 2.5% + FTA SATO	\$17,565.40	\$17,565.40	\$17,565.40	\$0.00	\$0.00
Total		\$84,044.74	\$70,719.67	\$3,229.29	\$10,095.78
= PL Dist. Formula - Total		\$4,391.35	\$0.00	\$0.00	\$4,391.35
* Amount to be spent on Complete Streets activities in 2026.					

Appendix

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MPO Planning Priorities, Planning Factors & Planning Emphasis Areas

Planning Priorities

The MIC's planning priorities not only meet the most critical planning needs identified within the Duluth-Superior area in accordance with area jurisdictions' comprehensive plans, but also closely align with federal and state transportation planning priorities. The IJJA, MnDOT and WisDOT's modal and highway investment plans, and the MIC's 2045 Long-Range Transportation Plan together have created a comprehensive policy direction for the greater metropolitan area to work cooperatively to provide a well-maintained, integrated, accessible and multi-modal transportation system to safely and efficiently move people and freight.

The MIC's metropolitan planning area features a broad range of infrastructure across all modes of transportation (four Class I railroads, local roads, an Interstate highway, an international seaport, an international airport, a public transit system and miles of hiking and biking trails). The MIC's planning priorities, as reflected in our recent and upcoming planning initiatives, seek to preserve and develop these assets in accordance with our community values, including health of people and the environment, livable communities and equity, safety for all modes, moving people and goods and economic vitality.

In addition, our planning processes prioritize [public engagement](#) and the MIC's responsibility to provide full, fair and meaningful opportunities for participation by:

- Explicitly considering the needs of those who have been traditionally underserved by existing transportation systems, including households with low income, minorities, and people with disabilities, as well as those who travel by bus, bicycle and walking;
- Measuring and periodically assessing the reach and effectiveness of public involvement efforts;
- Measuring and assessing the extent to which demographics of public participants reflects the demographics of the local community;
- Employing a range of traditional and online media outlets to effectively communicate with project stakeholders and the public about our transportation planning activities;
- Continue with a hybrid meeting model so that participants will have the option of attending either in person or virtually (online via MS Teams).

Metropolitan Planning Factors

The Fixing America’s Surface Transportation (FAST) Act includes 10 planning factors that are to be applied to all aspects of the metropolitan planning process. These are:

1. Support the economic vitality of the United States, the States, metropolitan areas, and nonmetropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the 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 the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Metropolitan Planning Factors in the MIC’s 2023-2024 UPWP

UPWP Category	UPWP Elements	Metropolitan Planning Factors									
		1	2	3	4	5	6	7	8	9	10
Short Range	MIC Area – Traffic Signal Assessment Plan	X	X	X	X	X	X	X	X	X	X
	MIC Area Wide Safety Plan	X	X	X				X	X	X	X
Ongoing	Bike and Pedestrian Planning	X	X		X	X	X	X	X	X	X
	Roadway Planning	X	X	X	X	X	X	X	X	X	X
	Harbor Planning	X			X	X	X	X	X	X	X
	Transit Planning	X	X	X	X	X	X	X	X	X	X
	Freight Planning	X	X	X					X	X	X
Long Range	LRTP Update – Compliance	X	X	X	X	X	X	X	X	X	X
TIP	Duluth & Superior Transportation Improvement Programs	X	X	X	X	X	X	X		X	X
Administration	Unified Planning Work Program	X	X	X	X	X	X	X	X	X	X

Update based on: [https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450#p-450.306\(b\)](https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450#p-450.306(b))

Planning Emphasis Areas

Planning Emphasis Areas for use in the Development of Metropolitan Work Programs

The MIC's metropolitan transportation planning process is encouraged to incorporate Federal Highway Administration/Federal Transit Administration planning emphasis areas (PEAs), which include:

- 1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future.**
Providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals
- 2. Equity and Justice.**
Advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas.
- 3. Complete Streets.**
Review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.
- 4. Public Involvement.**
Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process.
- 5. Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination.**
Encourage MPOs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.
- 6. Federal Land Management Agency (FLMA) Coordination.**
Coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Enhance the integration and connectivity of the transportation system for all modes.
- 7. Planning and Environment Linkages (PEL).**
Implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the transportation planning process.
- 8. Data in Transportation Planning.**
Incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs.

IIJA Metropolitan Planning Emphasis Areas in the MIC's 2023-2024 UPWP

UPWP Category	UPWP Elements	Planning Emphasis Areas							
		1	2	3	4	5	6	7	8
Short Range	MIC Area – Traffic Signal Assessment	X	X		X	X	X	X	X
	MIC Area Wide Safety Plan	X	X	X	X			X	X
Ongoing	Bike and Pedestrian Planning	X	X	X	X		X	X	X
	Roadway Planning	X	X	X	X	X	X	X	X
	Harbor Planning	X	X		X	X	X	X	X
	Transit Planning	X	X	X	X	X	X	X	X
	Freight Planning	X	X		X	X	X	X	X
Long Range	LRTP Update	X	X	X	X	X	X	X	X
TIP	Duluth & Superior Transportation Improvement Programs	X	X	X	X	X	X	X	X
Administration	Unified Planning Work Program	X	X	X	X	X	X	X	X

Minnesota MPO Unified Planning Work Program Checklist

MPO: Duluth-Superior Metropolitan Interstate Council UPWP website: dsmic.com

MPO Contact name: Ron Chicka Phone: 218.529.7506 Email: rchicka@ardc.org

UPWP time period: 1.01.25 to 12.31.26

The table below identifies information that should be covered by the MPO's Unified Planning Work Program (UPWP). UPWPs are regulated under 23 CFR 450.308, 23 CFR 420, and FTA Circular C8100.1D. Complete the requested information as applicable.

Regulatory Citation <small>(23 CFR, except when noted otherwise)</small>	Key Item	Review Guidance / Description	Included in UPWP?	If yes, which page(s)?	Comments
420.111	Cover Page	Include MPO name	<u>Yes</u>		
		Include calendar years covered by the UPWP	<u>Yes</u>		
450.308(c)	Title Page	Include MPO name	Yes		
		Include calendar years covered by the UPWP	Yes		
		Identify MPO contact person, including name, phone number and email address	Yes		
		Identify the agencies providing funds for the UPWP; Option to include agency logos for easier identification	Yes		
		Include a USDOT disclaimer noting that the document was prepared with federal funds but does not reflect the views or policies of the United States Department of Transportation	Yes		
Best practice	Introduction	Include a table of contents	Yes		
		Include a fully executed MPO resolution approving the UPWP	Yes	67	
		Include a fully executed federal self-certification document	Yes	67	
Best practice	Map	Include a map showing MPO urbanized boundary and the Planning Area boundary	Yes	3	

Regulatory Citation (23 CFR, except when noted otherwise)	Key Item	Review Guidance / Description	Included in UPWP?	If yes, which page(s)?	Comments
Best practice	Staff	List primary MPO staff by name and title	Yes	2	
Best practice	MPO membership	List of all policy board members, including names and affiliations	Yes	1	
		List of all technical advisory members, including names and affiliations	Yes	1	
		List of all technical committee(s) members, including names and affiliations (i.e., bicycle and pedestrian or harbor committees)	Yes	2	
450.308(b)	Previous year's accomplishments	Summarize the MPO's previous year's accomplishments. This may include major studies completed, number of TIP/MTP amendments, Title VI and environmental justice related activities etc.	Yes	6	
Best practice	Meetings	List all proposed policy board meeting dates	Yes	70, 71	
		List all proposed technical advisory committee and all technical committee meeting dates	Yes	70, 71	
		Include a note that meeting dates are subject to change	Yes		
450.308(c)	Federal Planning Factors	Discuss the planning priorities for the MPO and the ten federal planning factors	Yes	56	
450.308(c); 420.111(b)(1)	Funding	Include a summary budget table which identifies participating agencies with respective funding commitments by task with line and column totals	Yes	42, 43	
		Include a funding source table which lists current funding by program source for each task with totals	Yes	42, 43	
		Include a funding summary table that shows: federal share by type of	Yes	39	

Regulatory Citation (23 CFR, except when noted otherwise)	Key Item	Review Guidance / Description		Included in UPWP?	If yes, which page(s)?	Comments
		fund, matching rate by type of fund, state and/or local matching share, and other state and local funds				
420.113	Eligible Expenses	Include a cost allocation plan or link to MPO's cost allocation plan		Yes	35	
		Ensure all costs are eligible under the Metropolitan Planning funds		Yes		
450.308(c); 450.308(c); 420.111(b)(1)	Work Plan Elements Best practice examples: <ul style="list-style-type: none"> • Portland, OR - Oregon Metro 2022 UPWP • Omaha, NE - MAPA FY2021 UPWP • Southeastern Wisconsin MPO - SEWRPC 2022 Overall Work Program 	Task Identification	Include task number and title	Yes		
		Purpose	Discuss the purpose of the work element and/or individual work item/activity with at least two objectives	Yes		
		Description	Include a brief description of each individual work item/activity in sufficient detail to indicate who (e.g., MPO, State, public transportation operator, local government, or consultant) will perform the work	Yes	13-34	
		Final product(s)	Identify in sufficient detail the resulting products	Yes	13-34	
		Hours	Estimate the number of hours for work activities	Yes	40	
		Schedule	Include insufficient detail the schedule for completing the work (i.e., estimated milestone or	Yes		

Regulatory Citation (23 CFR, except when noted otherwise)	Key Item	Review Guidance / Description	Included in UPWP?	If yes, which page(s)?	Comments
U.S.C. 2000d et seq.					
Executive Order 13166	Language Access Plan	Ensure document complies with Limited English Proficiency requirements	Yes		
Americans with Disabilities Act Title II	ADA compliance	Ensure document is accessible	Yes		
IIJA – new ruling	2.5% Safe & Accessible Fund set-aside	Identify Safe & Accessible Transportation Option set-aside activities are This needs to account for a minimum of 2.5% of the MPO federal funds	Yes	17, 18	

MPO comments:

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Wisconsin MPO Unified Planning Work Program Checklist

	COVER PAGE	Check
1	Name of MPO agency and area represented	Yes
2	FY of UPWP	Yes
3	Contact Information for MPO	Title
	TITLE PAGE	
4	Name of MPO Agency and area represented	Title
5	Contact person and information	Title
6	FY of UPWP	Title
7	Agencies providing funds or support – including agencies Logos	Title
8	USDOT Disclaimer	Title
	INTRODUCTION/PREFACE	
9	Table of Contents	Yes
10	MPO Approval Resolution-signed	67
11	Self Certification-signed	67
12	Prospectus	N/A
13	Committee Lists-responsibilities, meetings	1,2
14	Staff-names, positions and responsibilities with percentage of time they will	2
15	Map-Regional MPO Coverage Area	3
a.	Planning Boundary	3
b.	Urbanized Area Boundary	
c. *	Air Quality Boundary	N/A
16	Eight Planning Factors	56
17	UPWP	
a.	Definition of UPWP purpose	5
b.	Summary of previous Year's Accomplishments	6
c.	Status of current activities	Refer to Quarterly Reports
18	WORK ELEMENTS (Description of major work products and tasks)	13-34
a.	UPWP	1-52
b.	Administration	33
c.	TIP – Development/Maintenance	29
d.	LRTP – Development/Maintenance	25
e. *	Congestion Management Process/ITS	N/A
f. *	Transit Planning	21

MPO UPWP Checklist, continued...

g.	Multimodal Planning	
	i). Bicycle/Pedestrian	17
*	ii). * Intermodal Freight	22
*	iii). * Intermodal Passenger	19
h. *	Air Quality Planning	N/A
	i). Modeling	29
*	iii). * Intermodal Passenger	20
*	ii). CMAQ Application Process	N/A
i.	Public Involvement plan – Update	N/A
j.	Surveillance (Data Collection)	N/A
k.	Project/Corridor Studies	N/A
l.	Special Studies	N/A
m.	TSM/TDM Planning	13-26, 29
n.	TE Planning	N/A
19	Performance Management	29
20	Summary of Budget Revenues	39
Table 1	Budget Summary	41
Table 2	Funding Sources	40
21	Indirect Cost Allocation Plan	35
	Direct Costs – see Cost Allocation Plan	
	Indirect Costs – see Cost Allocation Plan	
	Indirect Cost Rate Proposal – see Cost Allocation Plan	
22	Carry-over of unspent funds	N/A
23	Current Signed Title VI Nondiscrimination Agreement	Title
24	Link to current Title VI Program	Title
25	Annual Meeting Schedule	70-71

* Denotes items present on as ‘as needed’ basis

N/A = not applicable

RESOLUTION #24-16

OF THE

DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

Adopting the CY 2025-2026 Metropolitan Interstate Council Unified Planning Work Program and Budget and Recommending that the Arrowhead Regional Development Commission Authorize Entering into Contracts with the Minnesota and Wisconsin Departments of Transportation for Support of the MIC's Unified Transportation Planning Work Program for 2025-2026.

WHEREAS, in accordance with 23 U.S.C. § 134, the Duluth-Superior Metropolitan Interstate Council (MIC) was designated by agreement between the Governors of Minnesota and Wisconsin, the Arrowhead Regional Development Commission, and the Northwest Regional Planning Commission as the Metropolitan Planning Organization (MPO) to conduct transportation planning for the Duluth, MN–Superior, WI Metropolitan Planning Area; and

WHEREAS, the MIC has established a continuing, cooperative, and comprehensive, metropolitan planning process to develop a long-range Metropolitan Transportation Plan and Transportation Improvement Programs for the Duluth and Superior Metropolitan Planning Areas, and to undertake multimodal, systems-level corridor or subarea planning studies that provide for consideration and implementation of projects, strategies, and services that will address the following factors:

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the 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 the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation;
- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and tourism; and

WHEREAS, the MIC's metropolitan transportation planning process provides for the establishment and use of a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c); and

WHEREAS, a Unified Planning Work Program and Budget (UPWP) identifying the transportation planning priorities and activities to be carried out within the MIC planning area for CY 2025-2026 has been developed with input from MnDOT, WisDOT, NWRPC, the Duluth Transit Authority (DTA) and MIC area jurisdictions and has been recommended for approval by the MIC's Transportation Advisory Committee (TAC); and

WHEREAS, the United States Secretary of Transportation is authorized to make grants for transportation planning purposes to designated Metropolitan Planning Organizations; and

WHEREAS, the Minnesota Department of Transportation (MnDOT) and the Wisconsin Department of Transportation (WisDOT) administer federal planning funds under the Consolidated Planning Grant (CPG) process; and

NOW, THEREFORE, BE IT RESOLVED, that the MIC adopts the Unified Transportation Planning Work Program and Budget for Calendar Years 2025-2026 and recommends that the Arrowhead Regional Development Commission authorize entering into contracts with the Minnesota and Wisconsin Departments of Transportation for support of the MIC Transportation Planning Work Program for 2025-2026. All contracts shall be consistent with ARDC's budget and personnel limitations and subject to legal counsel review.

ATTEST:



Nick Baker, Policy Board Co-Chair



Wayne Boucher, Policy Board Co-Chair



Ron Chicka, MIC Director

October 16, 2024

Date

ARROWHEAD REGIONAL DEVELOPMENT COMMISSION

RESOLUTION

Authorization to Enter into Agreements with the Minnesota Department of Transportation and the Northwest Regional Planning Commission for Federal and State Planning Funds for Support of Work Program Activities by the Metropolitan Interstate Council for Calendar Year 2025-2026.

WHEREAS, the Duluth-Superior Metropolitan Interstate Council (MIC) was created by the Arrowhead Regional Development Commission (ARDC) and the Northwest Regional Planning Commission (NWRPC) as the Metropolitan Planning Organization (MPO) to conduct multimodal transportation planning for the greater Duluth-Superior area; and

WHEREAS, the United States Secretary of Transportation is authorized to make grants for transportation planning projects through designated Metropolitan Planning Organizations; and

WHEREAS, the Minnesota Department of Transportation (MnDOT) and the Wisconsin Department of Transportation (WisDOT) administer federal planning funds under the Consolidated Planning Grant (CPG) process; and

WHEREAS, annual ARDC match funds from seven Northeast Minnesota counties' property tax levy are allocated to the MIC program; and

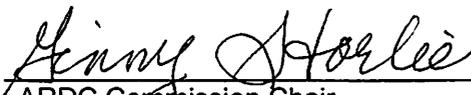
WHEREAS, the MIC develops and annually adopts a work program to guide the work activities of urban transportation planning; and

WHEREAS, the MIC 2025-2026 Unified Transportation Planning Work Program and Budget has been approved by the MIC Policy Board, with input from its Transportation Advisory Committee (TAC), MnDOT, WisDOT, NWRPC, the Duluth Transit Authority (DTA) and MIC area jurisdictions; and

WHEREAS, the 2025-2026 MIC budget has been included in on-going discussions between the MIC and ARDC, and future mutual discussions of MIC budgets are anticipated;

NOW, THEREFORE, BE IT RESOLVED, that the ARDC Commission authorizes its Chair, Board Officer and the MIC Director to enter into agreements and amendments with MnDOT and Northwest Regional Planning Commission (NWRPC) for ARDC's portion of the financial match for the MIC's Transportation Planning Work Program for 2025-2026. This contract and all future contracts shall be consistent with ARDC's budget and personnel limitations and subject to review by legal counsel.

Attest:



ARDC Commission Chair



MIC Director



ARDC Commission Officer

October 17, 2024

Date

2025 Meeting Calendar

8.26.24

Day/Date	Time	Group	Location	Day/Date	Time	Group	Location
January				July <i>Mid-Year Review/date subject to change</i>			
Tue, Jan 14	1:30 PM	TAC	ARDC	Wed, July 16			WisDOT In Person or Virtual
Wed, Jan 15	6:00 PM	MIC	Holliday Inn Ballroom	<i>No Board or committee meetings during July</i>			
February				August			
Thurs, Feb 6	2:30 PM	BPAC	MnDOT	Thurs, Aug 7	2:30 PM	BPAC	MnDOT
Tue, Feb 18	1:30 PM	TAC	WisDOT	Tue, Aug 19	1:30 PM	TAC	Duluth Airport
Wed, Feb 19	6:00 PM	MIC	Northwoods Tech	Wed, Aug 20	6:00 PM	MIC	Proctor City Hall
March				September			
Wed, Mar 5	9:00 AM	HTAC	Northwoods Tech	Wed, Sept 3	9:00 AM	HTAC	Barkers Island Inn
Tue, Mar 18	1:30 PM	TAC	MnDOT	Tue, Sept 16	1:30 PM	TAC	WisDOT
Wed, Mar 19	6:00 PM	MIC	Hampton Inn	Wed, Sept 17	6:00 PM	MIC	Douglas County
April				October			
Tue, Apr 15	1:30 PM	TAC	WisDOT	Tue, Oct 14	1:30 PM	TAC	Hampton Inn
Wed, Apr 16	6:00 PM	MIC	Douglas County	Wed, Oct 15	6:00 PM	MIC	Hampton Inn
May				November			
Thus, May 1	2:30 PM	BPAC	MnDOT	Thurs, Nov 6	2:30 PM	BPAC	MnDOT
Tue, May 20	1:30 PM	TAC	MnDOT	<i>No other Board or committee meeting during November</i>			
Wed, May 21	6:00 PM	MIC	Hermantown Training Ctr	December			
June				Wed, Dec 3	9:00 AM	HTAC	Inn on Lake Superior or TBD
Wed, June 4	9:00 AM	HTAC	Duluth Airport	Tue, Dec 9	1:30 PM	TAC	WisDOT
Tue, June 17	1:30 PM	TAC	WisDOT	Wed, Dec 10	6:00 PM	MIC	Northwoods Tech
Wed, June 18	6:00 PM	MIC	Northwoods Tech				

**Dates and locations are occasionally subject to change - please check your meeting notice to confirm*

MIC = Metropolitan Interstate Council Policy Board TAC = Transportation Advisory Committee

HTAC = Harbor Technical Advisory Committee BPAC = Bicycle & Pedestrian Advisory Committee

2026 Meeting Calendar

4.18.24

Day/Date	Time	Group	Location	Day/Date	Time	Group	Location
January				July <i>Mid-Year Review/date subject to change</i>			
Tue, Jan 20	1:30 PM	TAC		Wed, July 15			WisDOT In Person or Virtual
Wed, Jan 21	6:00 PM	MIC		<i>No Board or committee meetings during July</i>			
February				August			
Thurs, Feb 5	2:30 PM	BPAC		Thurs, Aug 6	2:30 PM	BPAC	
Tue, Feb 17	1:30 PM	TAC		Tue, Aug 18	1:30 PM	TAC	
Wed, Feb 18	6:00 PM	MIC		Wed, Aug 19	6:00 PM	MIC	
March				September			
Wed, Mar 4	9:00 AM	HTAC		Wed, Sept 2	9:00 AM	HTAC	
Tue, Mar 17	1:30 PM	TAC		Tue, Sept 15	1:30 PM	TAC	
Wed, Mar 18	6:00 PM	MIC		Wed, Sept 16	6:00 PM	MIC	
April				October			
Tue, Apr 14	1:30 PM	TAC		Tue, Oct 20	1:30 PM	TAC	
Wed, Apr 15	6:00 PM	MIC		Wed, Oct 21	6:00 PM	MIC	
May				November			
Thus, May 7	2:30 PM	BPAC		Thurs, Nov 5	2:30 PM	BPAC	
Tue, May 19	1:30 PM	TAC		<i>No other Board or committee meeting during November</i>			
Wed, May 20	6:00 PM	MIC		December			
June				Wed, Dec 2	9:00 AM	HTAC	
Wed, June 3	9:00 AM	HTAC		Tue, Dec 8	1:30 PM	TAC	
Tue, June 16	1:30 PM	TAC		Wed, Dec 9	6:00 PM	MIC	
Wed, June 17	6:00 PM	MIC					

**Dates and locations are occasionally subject to change - please check your meeting notice to confirm*

MIC = Metropolitan Interstate Council Policy Board TAC = Transportation Advisory Committee

HTAC = Harbor Technical Advisory Committee BPAC = Bicycle & Pedestrian Advisory Committee

Administrative Modification #1 to the MIC 2025 UPWP

To augment the tasks identified within the current work plan and budget (UPWP), the MIC is acquiring consultant assistance to redesign the dsmic.org website to improve our online presence, visitor experience, and the ease with which staff can post to the site.

To do this, we are re-allocating existing funds in the amount of \$24,000 from both Personnel and Direct Expense budget lines-to cover the consultant cost for this task (with some added funds included to compensate for related tasks to be conducted by MIC staff). Approximately 70% of the cost will be derived from unused funds from the Personnel side of the budget; 30% derived from elements of the Direct side of the budget. Combined, this total will then be moved to the Administration code number of the MICs budget for 2025. All work on the website update is scheduled to be completed by the end of the calendar year.