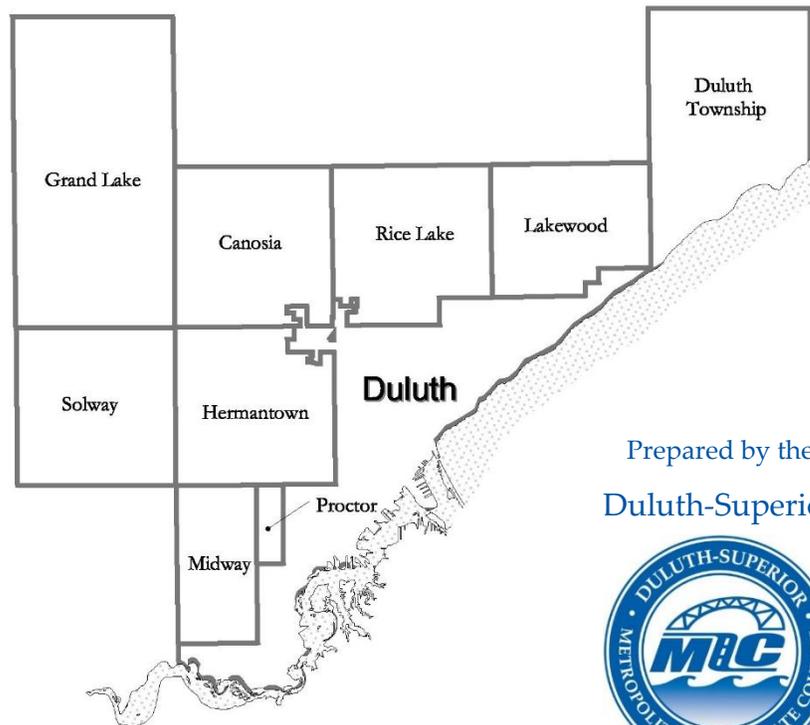


DRAFT 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM for the Duluth, MN Metropolitan Planning Area



Prepared by the
Duluth-Superior



Metropolitan Interstate Council

Adopted by MIC Policy Board ???

Approval by FHWA/FTA: ???

DRAFT FY 2026-2029 Transportation Improvement Program for the Duluth, Minnesota Metropolitan Planning Area

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



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



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

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

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Member, Staff and Advisory Committee Listing

September 2025

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Nick Baker – Douglas County Board <i>(WI Co-chair)</i>	David Bolf – City of Hermantown Engineer
Wayne Boucher – City of Hermantown <i>(MN Co-Chair)</i>	Chris Carlson – City of Superior
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Annie Harala – St. Louis County Board	Derek Frederickson – MnDOT Engineer
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Map Disclaimer

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

Decisions about transportation investments require collaboration and cooperation between different levels of government and neighboring jurisdictions. The Duluth-Superior Metropolitan Interstate Council, as the designated Metropolitan Planning Organization (MPO) for the Duluth-Superior Metropolitan Planning Area, is required to develop a Transportation Improvement Program (TIP)—a list of upcoming federally-funded transportation projects programmed within the Duluth and Superior areas for at least the next four years.

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

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

Duluth-Superior Metropolitan Interstate Council

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

As the federally-designated Metropolitan Planning Organization (MPO), the MIC provides a 3C (continuing, cooperative, and comprehensive) planning process for all modes of transportation throughout the Duluth-Superior region. Its Policy Board consists of eighteen representatives representing the entire MPO area, primarily local and elected officials, as well as a representative from the Duluth Transit Authority Board and two citizen members who are appointed by their local units of government.

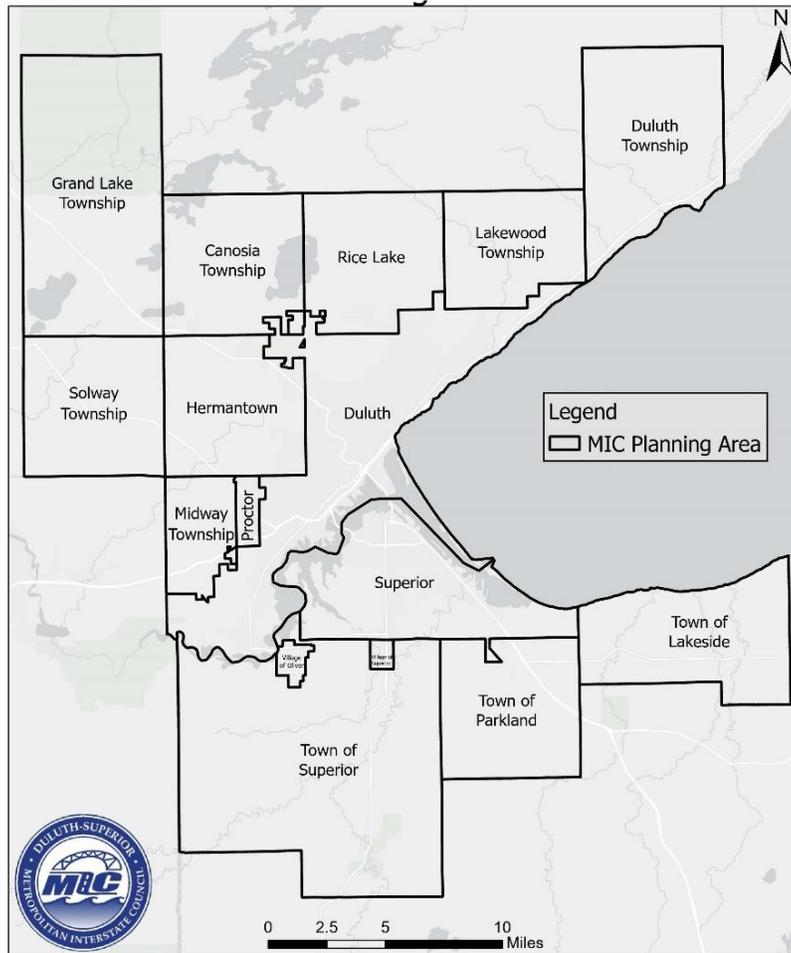
Planning Process

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

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

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

Map 1: Duluth-Superior Metropolitan Planning Area



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

Planning Factors

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

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

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

About the Transportation Improvement Program (TIP)

What is the TIP?

The TIP is an annually prepared document that contains highway, transit, and other transportation projects that are being recommended for federal funding during the next four years within the metropolitan (or MPO) area, that is federally mandated under 23 CFR 450.326.

What the TIP Includes and Its Connection with the Long Range MTP & Other MIC Plans

Implementing agencies propose projects to the MIC on an annual basis to be included in the TIP, resulting in a comprehensive listing of the area's federally funded multimodal transportation improvements planned for the short range (as defined as the next 4 years, in this case FY 2026-2029). These listings include information regarding cost, specific funding sources, project schedule, etc. The projects listed in the TIP represent a commitment to fund and develop those projects on the part of the implementing agency.

There is a direct connection between the region's long-range metropolitan transportation plan (MTP) and the TIP. Each project within the TIP shall reflect the investment priorities established in *and* shall be consistent with the MPO's current approved MTP (23 CFR 450.326(a) and (i)). As such, each project is to aid in bringing the vision of the MTP to reality by helping implement the MTP's goals, objectives, and recommendations. Thus, the TIP is one of the primary means to implementing the vision of the MTP.

The TIP includes two basic types of projects:

- Those listed in the fiscally constrained MTP project list and/or
- Those that are deemed “regionally significant”

MIC area “regionally significant” projects are roadway, transit, pedestrian, bicycle, and other active transportation projects (other than a grouped or exempt project* or a project solely for preventative maintenance or landscaping), regardless of how they are funded, that occur on facilities that serve regional transportation needs and/or connect to major transportation assets (including transit, seaport, airport, and passenger rail terminals). These facilities include all principal and minor arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel. Other non-federally funded projects consistent with the current Metropolitan Transportation Plan (MTP) may be considered regionally significant at the MIC’s discretion.

** = Projects grouped in the STIP/TIP pursuant to 23 CFR 450.216 and 23 CFR 450.324 or exempt per US EPA’s transportation conformity regulations (40 CFR part 93, subpart A)*

Note the MTP contains a list of short-, mid-, and long-range transportation projects that are planned for the metropolitan area over the coming decades. The MTP, along with other MIC planning initiatives including the Bicycle and Pedestrian Transportation Plans and short-range studies such as the 2021 Central Entrance Vision Plan and the Duluth Area I-35 Corridor Plan, provide specific recommendations for projects and future studies. The MIC’s Public Involvement Plan sets the public engagement processes the MIC will follow while developing all MIC plans, studies and programs.

Local TIP Details – Working with Jurisdictional Partners & the NE MN ATP

As a bi-state MPO, the MIC develops TIPs for portions of both Minnesota and Wisconsin within the greater Duluth, MN and Superior, WI metropolitan areas, in cooperation with the states and the area transit authority (MnDOT, WisDOT and Duluth Transit Authority (DTA), respectively). All must comply with regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) but can be revised or amended at any time during the program year by action of the MPO.

The TIP projects programmed for Duluth-Superior metropolitan area must match those included in the Minnesota and Wisconsin Statewide Transportation Improvement Programs (STIPs). The schedules and processes of the two states are different enough to warrant two separate TIPs; the Duluth Area TIP includes projects from the Minnesota side of the Duluth-Superior Metropolitan Planning Area (see Map) , and the Superior Area TIP includes projects from the Wisconsin side.

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

states.

As the designated MPO for the Duluth-Superior region, the MIC is responsible for planning, reviewing and programming a list of federally funded and regionally significant surface transportation projects for the Duluth metropolitan area. The MIC is thus required to work in cooperation with MnDOT, DTA, and local governments to identify area transportation priorities and produce the annual TIP. The development of projects for inclusion in the TIP is done in conjunction with a regional process conducted by the Northeast Minnesota Area Transportation Partnership (NE MN ATP).

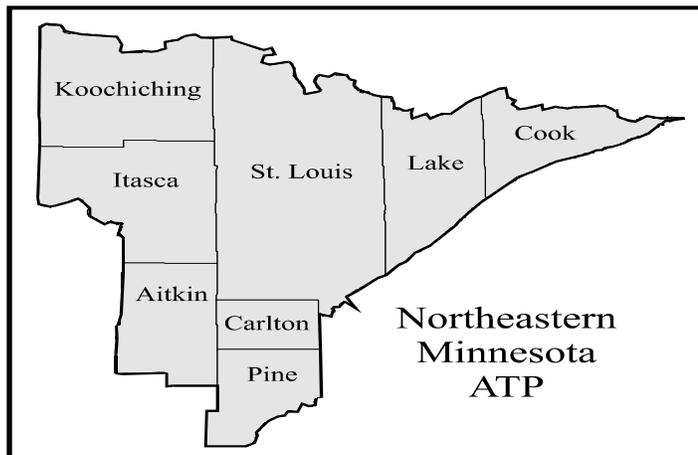
Northeast Minnesota Area Transportation Partnership

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

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

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

Map 2: Membership Counties of the NE MN ATP



Federal Funding Sources

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

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

The latest federal transportation bill, the IIJA (2021), for the most part, continues the structure of the various funding programs of the previous federal transportation bill, the FAST Act (2015). The IIJA added new formula programs such as the Carbon Reduction Program and the National Electric Vehicle Infrastructure Program, as well as discretionary programs such as the Safe Streets for All, and Reconnecting Communities pilot program.

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

National Highway Performance Program (NHPP)

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

National Highway Freight Program (NHFP)

The purpose, among other goals, of the National Highway Freight Program (NHFP) is to improve efficient movement of freight on the National Highway Freight Network (NHFN). NHFN replaces the National Freight Network and Primary Freight Network established under the Moving Ahead for Progress in the 21st Century Act (MAP-21). Section 1116 requires the re-designation of the NHFN every five years, and repeals Section 1116 of MAP-21, which allowed for an increased Federal share for certain freight projects. NHFP funds may be obligated for projects that contribute to the efficient movement of freight on the National Highway Freight Network (NHFN) and are consistent with the planning requirements of sections 134 and 135 of title 23, United States Code.

Surface Transportation Block Grant Program (STBG)

Surface Transportation Block Grant (STBG), formerly STP funds provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road,

pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. States and localities are responsible for a 20% share of project costs funded through this program.

Highway Safety Improvement Program (HSIP)

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

Transportation Alternatives (TA)

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

Federal Transit Administration (FTA)

Transit funding authorized by the FAST Act is managed in several ways. FTA transit allocations may be administered by the state or be granted directly to the transit agency. Projects identified as FTA-funded in the Duluth Area TIP represent one of several subcategories that represent different funding programs administered by the FTA to provide capital or operating assistance to public transit providers.

Carbon Reduction Program (CRP)

The CRP provides federal funds authorized through the IIJA and allocated by MnDOT for the Minnesota portion of the MIC planning area, to support projects that contribute to MnDOT's Carbon Reduction Strategy goals. Projects were developed in accordance with MnDOT guidance, recommended by MPO staff with local jurisdictional input, and approved by the MIC Policy Board. In this TIP, both FY26 and FY27 funds were awarded to projects sponsored by the City of Duluth. The program requires a 20% local/state cost share for all funded projects.

Funding-Related Miscellaneous

Early Let Late Award (ELLE)

MnDOT's ELLE process is a tool used to manage project delivery and fluctuations in funding. This process is used on MnDOT projects only and affects both the federal and state funding targets and the State Road Construction Budget in the year of funding availability. ELLE projects are let in one

state fiscal year (July 1 to June 30) and awarded (i.e., funds actually encumbered) in the following fiscal year. The advantage of ELLE is that it allows the project to be let and awarded in advance of funding availability so that work can begin as soon as the next SFY begins. (Source – MnDOT STIP)

DEMO

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

Bridge Replacement Off-System (BROS)

State Funds (SF)

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

Bond Funds (BF)

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

Local Funds (LF):

Funding identified as “LF” indicates projects that are being funded almost exclusively with local funds but are identified as “regionally significant” and are therefore included in the TIP.

Eligibility for Roadway and Transit Projects

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

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

STBGP Project Selection Process for the Duluth Area TIP

Surface Transportation Block Grant Program (STBGP) funding is the primary TIP project funding source. The MIC uses an established application and evaluation process for project selection. A revised application and project evaluation process was established in 2024 to better include and be consistent with the performance-based planning approach that was federally-required to be integrated within the latest update of the MTP (*Sustainable Choices 2050*). This application and project evaluation process aims to ensure any project that receives STBGP funding in the TIP aids in bringing the vision of the MTP to reality by helping implement the MTP's goals, objectives, and recommendations.

A TIP Project Selection process approved by the MIC Policy Board in October 2020 allows only eligible jurisdictions to apply. An eligible jurisdiction is a state agency, county, transit authority, regional rail authority, tribal government, or city with a population over 5,000 that is within the Duluth-Superior Metropolitan Interstate Council (MIC) planning area (see Map 1). Cities and townships with a population under 5,000 people may submit projects but need to be sponsored by an eligible jurisdiction. Eligible jurisdictions may participate in the following process:

1. **Pre-application Meeting.** Representatives from jurisdictions eligible for federal transportation funding participate together in this meeting with MIC staff to discuss the 2029 STBGP funding, application process, and potential projects.
2. **Application Forms are Distributed.** STBGP Project Application forms are emailed to eligible jurisdictions. Due date is provided.

Information that must be included in the application includes detailed technical description of the project, project cost and funding values, whether or not the project is listed in the MTP, multimodal features the project will include, project visualizations (maps, images, renderings, etc.), identifying which of the MTP objectives the project will help to accomplish and a narrative describing how, and identifying which of the MIC-area performance measures the project will contribute to achieving and a narrative describing the anticipated effect the project will have on the performance measure.

3. **Project Applications Due.** MIC staff will review project applications and will follow up, if needed, for clarification or to obtain missing or incomplete items.
4. **Project Application Review & Evaluation.** Each submitted STBGP application will be reviewed and evaluated to ensure submitted projects will be consistent with the MIC's current long-range transportation plan, *Sustainable Choices 2050*, and to what relative degree they propose to be consistent. This evaluation will be based upon reasonable review of the answers, details, and materials submitted in and with the application.

The following questions are used to review and evaluate the submitted STBGP applications:

- Is the proposed project listed in the *Sustainable Choices 2050* project list?
- Is the proposed project listed as a Priority Project in *Sustainable Choices 2050*?

- Will the proposed project be consistent with the Goals and Objectives of *Sustainable Choices 2050*? Note which Objectives (and thus associated Goals) of *Sustainable Choices 2050* are checked in the application. Note which, if any, Performance Measures listed in *Sustainable Choices 2050* are checked in the application.
- How does the proposed project help bring the vision of *Sustainable Choices 2050* to life? Using the following from the submitted application summarize in a short narrative how the MIC believes the project will (or alternatively will not) help bring the vision of *Sustainable Choices 2050* to life:
 - narrative descriptions provided
 - consideration of the multimodal feature selections made
 - project visualizations provided
 - any other information provided

MIC staff will use the above four-part process to prepare a review summary of each submitted application to provide to MIC Policy Board members to aid in their review prior to deciding on approval of each project.

5. **Public Engagement.** Share summary narrative and visual descriptions of the submitted STBGP projects for presentation to the public.
6. **MIC Policy Board Approval.** Provide a concise review summary of each submitted STBGP project application to the MIC Policy Board members prior to their vote for approval to add the project(s) to the to-be-developed TIP.

Each STBGP project approved by the MIC Policy Board will be added to the Preliminary Draft TIP, DRAFT TIP, and Final TIP.

Projects Funded Through Transportation Alternative Program

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

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

FY 2026-2029 TIP Projects

The following project tables list all transportation projects scheduled to receive federal and/or state funding in the Duluth, MN Metropolitan Planning Area. This includes estimated project costs that have been adjusted to represent an annual rate of inflation for roadway projects and for transit related projects. The map following the project tables depicts the location of projects that have a specific geography. The structure of the tables is as follows:

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

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

Roadway Name – Common roadway name

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

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

Technical Project Description – Scope of project and its location.

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

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

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

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

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

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

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

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

Table 1: FY2026

2026 TIP Project List

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (STIP Total)	Project Total \$ (Project Total)
6925-145	MNDOT	MN 61	3.4	PAVEMENT RESURFACE AND REHABILITATION, TRAFFIC CONTROL DEVICES/SAFETY	**AC**: MN 61(LONDON RD), NB AND SB, IN DULUTH, FROM 26AVE E. TO 0.14 MI. N. 60TH AVENUE EAST, MEDIUM MILL/OVERLAY, TRAIL, CONST ROUNDABOUTS AT 26TH AVE E., 40TH AVE. E. AND I-35 SB JCT 21AVE E & 26TH AVE E. INSTALL INTERSTATE CLOSURE GATES.(ASSOC 6982-357, 118-166-004, 118-191-003, 118-193-003) (AC PROJECT PAYBACK 2027)	NHPP	\$ 4,813,993	\$ 10,000,000	\$ -	\$ 3,371,007	\$ 990,000	\$ 9,175,000	\$ 19,175,000
6925-145CRP	MNDOT	MN 61	3.4	PAVEMENT RESURFACE AND REHABILITATION, TRAFFIC CONTROL DEVICES/SAFETY	**CRP**: MN 61(LONDON RD), NB AND SB, IN DULUTH, FROM 26AVE E. TO 0.14 MI. N. 60TH AVENUE EAST, MEDIUM MILL/OVERLAY, TRAIL, CONST ROUNDABOUTS AT 26TH AVE E., 40TH AVE. E. AND I-35 SB JCT 21AVE E & 26TH AVE E. INSTALL INTERSTATE CLOSURE GATES.(ASSOC 6982-357, 118-166-004, 118-191-003, 118-193-003)	CRP	\$ 860,000	\$ -	\$ -	\$ 215,000	\$ -	\$ 1,075,000	\$ 1,075,000
6981-26	MNDOT	HIGHWAY I 535	0.0	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	**AC**BLATNIK**INFRA**: I-535, BETWEEN DULUTH & SUPERIOR WISCONSIN OVER ST LOUIS RIVER, REPLACE BLATNIK BRIDGE #9030 WITH NEW BRIDGE 69913. MNDOT IS LEAD AGENCY.(INCLUDES CONSTRUCTION BID, FINAL DESIGN AND CHANGE ORDERS/RISK ESTIMATES, AC PAYBACK IS OUTSIDE THE STIP (2030-2033).	NHPP FFM BF	\$ 1,058,398,200	\$ 165,816,846	\$ -	\$ 73,696,000	\$ 270,088,954	\$ 1,402,183,154	\$ 1,568,000,000
6981-26CE1	MNDOT	HIGHWAY I 535	0.0	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	**BLATNIK**: FY2026 BLATNIK NEW BRIDGE#69913, CONSTRUCTION ADMINISTRATION AND INSPECTION. (MNDOT DOT IS LEAD AGENCY)	NHPP	\$ 378,585	\$ -	\$ -	\$ 42,065	\$ 474,350	\$ 895,000	\$ 895,000
6908-68	MnDOT	US 2	8.4	PAVEMENT RESURFACE AND REHABILITATION	US2, FROM MN 194 TO MIDWAY RD (CSAH 13), RECLAIM	NHPP	\$ 7,572,060	\$ -	\$ -	\$ 1,727,940	\$ -	\$ 9,300,000	\$ 9,300,000
6933-101	MnDOT	MN 194	0.2	BRRH - BRIDGE REHABILITATION	IN DULUTH, MN 194 NB, OVER SUPERIOR ST, MILL AND OVERLAY BR# 69840, REPAIR BR#69840 AND BR# 69839 MICHIGAN ST OVER MN 194 SB. REPLACE WATERMAIN ON SUPERIOR ST IN VICINITY OF BR#69840 & CONCRETE PAVEMENT REPLACEMENT.	NHPP	\$ 2,564,730	\$ -	\$ -	\$ 585,270	\$ -	\$ 3,150,000	\$ 3,150,000
8821-358	MnDOT	I-35	58.7	TRAFFIC CONTROL DEVICES/SAFETY	**ELLE**: I-35 NB&SB VARIOUS LOCATIONS FROM CHISAGO/PINE CO LINE TO 1 MI. S. MN 48 IN HINCKLEY & 2.19 MI. N HINCKLEY TO 4.5MI. N. PINE CO.CSAH33 (SWANSON RD) & 1.7 MI. N STURGEON LAKE TO 2.6 MI. S. PINE CO.CSAH 4 & 0.3MI. N MN 45 TO 0.5M. S CSAH14 (BOUNDARY AVE) IN PROCTOR. 6" GROUND IN WET REFLECTIVE PAVEMENT MARKINGS.	HSIP	\$ 2,166,058	\$ -	\$ -	\$ 240,673	\$ -	\$ 2,406,731	\$ 2,406,731
8801-BLATNIK CA	MnDOT	I-535	0.0	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	**BLATNIK**: BRIDGE PRELIMINARY ENGINEERING/EXTERNAL CONSULTANTS.	SF	\$ -	\$ -	\$ -	\$ 9,500,000	\$ 9,500,000	\$ 19,000,000	\$ 19,000,000
6910-114	MnDOT	MN 23	0.1	APPURTENANCE	MN 23 IN DULUTH AT JCT MN 210, CONSTRUCT CEREMONIAL STRUCTURE AND GATHERING SPACE FOR HISTORIC FOND DU LAC CEMETERY.	SF	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ 750,000	\$ 750,000
6926-58	MnDOT	MN 61	0.4	TRAFFIC CONTROL DEVICES/SAFETY	**SEC 164**: MN 61 ATJCT CSAH33/MCQUADE RD. CONSTRUCT REDUCED CONFLICT INTERSECTION, TALMADGE RIVER BOX CULVERT REPAIR AND INSTALL RWIS. (ASSOC 069-070-074) MNDOT LEAD	HSIP	\$ 500,000	\$ -	\$ -	\$ 55,555	\$ -	\$ 555,555	\$ 555,555
6926-58N	MnDOT	MN 61	0.4	PAVEMENT RESURFACE AND REHABILITATION	MN 61 ATJCT CSAH33/MCQUADE RD. CONSTRUCT REDUCED CONFLICT INTERSECTION, TALMADGE RIVER BOX CULVERT REPAIR AND INSTALL RWIS. (ASSOC 069-070-074) MNDOT LEAD	NHPP	\$ 316,658	\$ -	\$ -	\$ 72,232	\$ -	\$ 388,890	\$ 388,890
69-00220	MnDOT	CSAH 98	0.0	RR X-ING IMPROVEMENTS	WCL CSAH 98, CANOSIA RD, HERMANTOWN, ST LOUIS COUNTY. REPLACE EXISTING SIGNAL SYSTEM	RRS	\$ 360,000	\$ -	\$ -	\$ -	\$ 40,000	\$ 400,000	\$ 400,000
69-00221	MnDOT	CSAH 91	0.0	RR X-ING IMPROVEMENTS	WCL CSAH 91, N 40TH AVE W, DULUTH, ST LOUIS COUNTY. REPLACE EXISTING SIGNAL SYSTEM	RRS	\$ 360,000	\$ -	\$ -	\$ -	\$ 40,000	\$ 400,000	\$ 400,000
6916-119	MnDOT	US 53	11.9	PAVEMENT RESURFACE AND REHABILITATION	US 53 NB & SB IN DULUTH, FROM 0.21 MI SE JCT HAINES RD(CSAH91) TO 0.13 MI SE JCT MIDWAY RD.(CASH 13) IN HERMANTOWN. PAVEMENT REHAB, TURN LANE UPDATES. (ASSOC.6915-140)	NHPP	\$ 2,442,600	\$ -	\$ -	\$ 557,400	\$ -	\$ 3,000,000	\$ 3,000,000
Total							\$ 1,080,732,884	\$ 175,816,846	\$ -	\$ 90,813,142	\$ 281,133,304	\$ 1,452,679,330	\$ 1,628,496,176

Table 1: FY2026 Cont.

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (STIP Total)	Project Total \$ (Project Total)
118-156-012CRP	Duluth	Campus Connector Trail	0.4	BIKE/PED	**CRP**: IN DULUTH RECONSTRUCT MSAS 155 (COLLEGE ST) FROM MSAS 154 (19TH AVE. E) TO MSAS 157 (WOODLAND AVE). CONSTRUCT CAMPUS CONNECTOR SEGMENT 4 FROM MSAS154 (19th AVE E) TO 500 FEET WESTERLY OF MSAS 157 (WOODLAND AVE). RECONSTRUCT MSAS 156 (ST MARIE ST) AND CAMPUS CONNECTOR SEGMENT 5 FROM MSAS 159 (CARVER AVE) TO MSAS 156 (VERMILLION RD). (ASSOC 118-155-009CRP, 118-155-009)	CRP	\$ 185,000	\$ -	\$ -	\$ -	\$ 46,250	\$ 231,250	\$ 231,250
118-155-009	Duluth	Campus Connector Trail	0.4	BIKE/PED	IN DULUTH RECONSTRUCT MSAS 155 (COLLEGE ST) FROM MSAS 154 (19TH AVE. E) TO MSAS 157 (WOODLAND AVE). CONSTRUCT CAMPUS CONNECTOR SEGMENT 4 FROM MSAS154 (19th AVE E) TO 500 FEET WESTERLY OF MSAS 157 (WOODLAND AVE). RECONSTRUCT MSAS 156 (ST MARIE ST) AND CAMPUS CONNECTOR SEGMENT 5 FROM MSAS 159 (CARVER AVE) TO MSAS 156 (VERMILLION RD). (ASSOC 118-156-012CRP, 118-155-009CRP)	STBGP TAP	\$ 824,091	\$ -	\$ -	\$ -	\$ 4,094,755	\$ 4,918,846	\$ 4,918,846
118-155-009CRP	Duluth	Campus Connector Trail	0.4	BIKE/PED	**CRP**: IN DULUTH RECONSTRUCT MSAS 155 (COLLEGE ST) FROM MSAS 154 (19TH AVE. E) TO MSAS 157 (WOODLAND AVE). CONSTRUCT CAMPUS CONNECTOR SEGMENT 4 FROM MSAS154 (19th AVE E) TO 500 FEET WESTERLY OF MSAS 157 (WOODLAND AVE). RECONSTRUCT MSAS 156 (ST MARIE ST) AND CAMPUS CONNECTOR SEGMENT 5 FROM MSAS 159 (CARVER AVE) TO MSAS 156 (VERMILLION RD). (ASSOC 118-156-012CRP, 118-155-009)	CRP	\$ 185,000	\$ -	\$ -	\$ -	\$ 46,250	\$ 231,250	\$ 231,250
118-166-004	Duluth	MSAS 166	0.0	PAVEMENT RESURFACE AND REHABILITATION, TRAFFIC CONTROL DEVICES/SAFETY	IN DULUTH MSAS166(40TH AVE E.)CONST ROUNDABOUT(ASSOC 6925-145, 118-191-003, 118-193-003)	STBGP	\$ 560,000	\$ -	\$ -	\$ -	\$ 140,000	\$ 700,000	\$ 700,000
118-191-003	Duluth	MSAS 191	0.0	PAVEMENT RESURFACE AND REHABILITATION, TRAFFIC CONTROL DEVICES/SAFETY	IN DULUTH MSAS191(26TH AVE E.)CONST ROUNDABOUT(ASSOC 6925-145, 118-193-003, 118-166-004)	STBGP	\$ 359,999	\$ -	\$ -	\$ -	\$ 90,000	\$ 449,999	\$ 449,999
118-193-003	Duluth	MSAS 193	0.0	PAVEMENT RESURFACE AND REHABILITATION, TRAFFIC CONTROL DEVICES/SAFETY	IN DULUTH MSAS193(LONDON RD.) LONDON RD IMPROVEMENTS (ASSOC 6925-145, 118-191-003, 118-166-004)	STBGP	\$ 560,000	\$ -	\$ -	\$ -	\$ 140,000	\$ 700,000	\$ 700,000
118-109-021RA	Duluth	W Superior St	1.7	GRSU - GRADE AND SURFACE	**RAISE**: IN DULUTH, MSAS 109 (W SUPERIOR ST) FROM MSAS 194 (CARLTON ST) TO MSAS 194 (W MICHIGAN ST) RECONSTRUCTION, STREETScape AND EV CHARGING STATIONS	FFM	\$ 24,999,160	\$ -	\$ -	\$ 7,684,530	\$ 7,316,310	\$ 40,000,000	\$ 40,000,000
118-140-036	Duluth	Lake Ave S (MSAS 140)	0.1	BRIDGE REHABILITATION	**RAISE**: IN DULUTH , LAKE AVE S(MSAS 140). DULUTH AERIAL LIFT BRIDGE REHABILITATION, DECK AND SIDEWALK REPLACEMENT, BR#6116.	RAISE	\$ 11,200,000	\$ -	\$ -	\$ 10,562,738	\$ 1,500,000	\$ 23,262,738	\$ 23,262,738
Total							\$ 38,873,250	\$ -	\$ -	\$ 18,247,268	\$ 13,373,565	\$ 70,494,083	\$ 70,494,083
069-070-074	St. Louis County	MN-61	0.4	TRAFFIC CONTROL DEVICES/SAFETY	**SEC 164**: MN 61 ATJCT CSAH33/MCQUADE RD. CONSTRUCT REDUCED CONFLICT INTERSECTION. (ASSOC 6926-58) MNDOT LEAD	HSIP	\$ 500,000	\$ -	\$ -	\$ -	\$ 55,555	\$ 555,555	\$ 555,555
069-070-070	St. Louis County	COUNTYWIDE	0.0	TRAFFIC CONTROL DEVICES/SAFETY	COUNTYWIDE. 6-INCH WET-REFLECTIVE EPOXY EDGELINES ON VARIOUS COUNTY ROADS	HSIP	\$ 488,700	\$ -	\$ -	\$ -	\$ 54,300	\$ 543,000	\$ 543,000
069-070-069	St. Louis County	COUNTYWIDE	0.0	TRAFFIC CONTROL DEVICES/SAFETY	COUNTY WIDE. 6-INCH EDGELINES ON VARIOUS COUNTY ROADS	HSIP	\$ 61,200	\$ -	\$ -	\$ -	\$ 6,800	\$ 68,000	\$ 68,000
069-691-034	St. Louis County	CSAH 91	0.5	GRSU - GRADE AND SURFACE	RECONSTRUCT OF 40TH AVENUE WEST (CSAH 91), FROM GRAND AVE (MSAS 126) TO 0.1 MILES NORTH OF 8TH ST(MSAS 105) INCLUDING SIDEWALK, CURB & GUTTER, AND STORM SEWER, WATERMAIN, LIGHTING, AND A MINI ROUNDABOUT	STBGP	\$ 2,799,000	\$ -	\$ -	\$ -	\$ 4,055,360	\$ 6,854,360	\$ 6,854,360
069-691-034T	St. Louis County	CSAH 91	0.5	GRSU - GRADE AND SURFACE	**AC**: RECONSTRUCT OF 40TH AVENUE WEST (CSAH 91), FROM GRAND AVE (MSAS 126) TO 0.1 MILES NORTH OF 8TH ST(MSAS 105) INCLUDING SIDEWALK, CURB & GUTTER, AND STORM SEWER, WATERMAIN, LIGHTING, AND A MINI ROUNDABOUT(AC PAYBACK 2029)	STBGP TAP	\$ -	\$ 200,000	\$ -	\$ -	\$ 45,640	\$ 45,640	\$ 245,640
069-698-017	St. Louis County	CSAH 98	8.9	PAVEMENT RESURFACE AND REHABILITATION	**AC**: CANOSIA RD(CSAH 98) FROM ST LOUIS RIVER RD (CR 696) TO INDUSTRIAL RD (CSAH 7). BIT RECLAIM AND PAVING, TURN LANE CONSTRUCTION. (AC PROJECT PAYBACK 2027)	STBGP	\$ -	\$ 971,750	\$ -	\$ -	\$ 3,028,250	\$ 3,028,250	\$ 4,000,000
069-070-051AC	St. Louis County	Local Streets	0.0	TRAFFIC CONTROL DEVICES/SAFETY	**AC**:ST LOUIS COUNTY WIDE 6-INCH EDGELINES VARIOUS COUNTY AND CITY ROADS (SLC IS LEAD) (ASSOC.118-070-004) (AC PROJECT PAYBACK 1 OF 1)	HSIP	\$ -	\$ -	\$ 135,000	\$ -	\$ -	\$ 135,000	\$ -
Total							\$ 3,848,900	\$ 1,171,750	\$ 135,000	\$ -	\$ 7,245,905	\$ 11,229,805	\$ 12,266,555

Table 2: FY2027

2027 TIP Project List

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (STIP Total)	Project Total \$ (Project Total)
6982-353	MnDOT	I-35	1.3	INTELLIGENT TRANSPORTATION SYSTEMS	**ITS** I-35 IN DULUTH CCTV & FIBER OPTIC, LEIF ERIKSON TUNNEL TO .20 MILES E. OF 26 AVE. E. ON MN 61	NHPP	\$ 600,000	\$ -	\$ -	\$ 66,667	\$ -	\$ 666,667	\$ 666,667
6908-72	MnDOT	US 2	4.3	PAVEMENT RESURFACE AND REHABILITATION	**AC** US2 FROM MIDWAY RD(CSAH13) TO BOUNDARY AVE(CSAH14) IN PROCTOR, PAVEMENT REHAB (ASSOC 6939-22) (AC PROJECT PAYBACK 2028)	NHPP	\$ 2,213,812	\$ 5,000,000	\$ -	\$ 1,646,188	\$ 440,000	\$ 4,300,000	\$ 9,300,000
6981-26CE2	MnDOT	HIGHWAY I 535	0.0	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	**BLATNIK** FY2027 BLATNIK NEW BRIDGE#69913, CONSTRUCTION ADMINISTRATION AND INSPECTION. (MNDOT DOT IS LEAD AGENCY)	NHPP	\$ 6,175,800	\$ -	\$ -	\$ 686,200	\$ 7,738,000	\$ 14,600,000	\$ 14,600,000
6925-145AC	MnDOT	MN 61	3.4	PAVEMENT RESURFACE AND REHABILITATION, TRAFFIC CONTROL DEVICES/SAFETY	**AC** MN 61(LONDON RD), NB AND SB, IN DULUTH, FROM 26AVE E. TO 0.14 MI. N. 60TH AVENUE EAST, MEDIUM MILL/OVERLAY, TRAIL, CONST ROUNDABOUTS AT 26TH AVE E. , 40TH AVE . E. AND I-35 SB JCT 21AVE E & 26TH AVE E. INSTALL INTERSTATE CLOSURE GATES.(ASSOC 6982-357, 118-166-004, 118-191-003, 118-193-003) (AC PROJECT PAYBACK 1 OF 1)	NHPP	\$ -	\$ -	\$ 10,000,000	\$ -	\$ -	\$ 10,000,000	\$ -
Total							\$ 8,989,612	\$ 5,000,000	\$ 10,000,000	\$ 2,399,055	\$ 8,178,000	\$ 29,566,667	\$ 24,566,667
118-140-035	Duluth	Lake Ave	0.4	PAVEMENT RESURFACE AND REHABILITATION	IN DULUTH CANAL PARK AREA RECONDITIONING PROJECT, CONCRETE PAVEMENT REPAIRS LAKE AVE. RAILROAD ST TO LIFT BRIDGE.	STBGP	\$ 534,575	\$ -	\$ -	\$ -	\$ 1,792,175	\$ 2,326,750	\$ 2,326,750
118-206-001	Duluth	Buchanan St	0.1	PAVEMENT RESURFACE AND REHABILITATION	IN DULUTH CANAL PARK AREA RECONDITIONING CONCRETE PAVEMENT REPAIRS. BUCHANAN ST, LAKE AVE TO CANAL PARK DR	STBGP	\$ 97,150	\$ -	\$ -	\$ -	\$ 325,850	\$ 423,000	\$ 423,000
118-207-001	Duluth	Canal Park Dr	0.2	PAVEMENT RESURFACE AND REHABILITATION	IN DULUTH CANAL PARK AREA RECONDITIONING CONCRETE PAVEMENT REPAIRS. CANAL PARK DR, BUCHANAN ST TO RAILROAD STREET.	STBGP	\$ 340,025	\$ -	\$ -	\$ -	\$ 1,140,475	\$ 1,480,500	\$ 1,480,500
118-090-027	Duluth	Local Streets	0.2	BIKE/PED	IN DULUTH CONSTRUCT CAMPUS CONNECTOR SEGMENT 6 ALONG 32ND AVE. E. AND CONGDON PARK DR. FROM LAKEWALK TO E. 1ST ST.	STBGP TAP	\$ 586,028	\$ -	\$ -	\$ -	\$ 368,972	\$ 955,000	\$ 955,000
118-595-001	Duluth	Local Streets	0.0	BIKE/PED	**CRP** IN DULUTH, FROM E MCCUEN ST TO LESTER RIVER ROAD, LOCKING IT IN: MICRO-MOBILITY PARKING/BIKE RACKS.	CRP	\$ 225,000	\$ -	\$ -	\$ -	\$ 56,250	\$ 281,250	\$ 281,250
118-080-067	Duluth	Local Streets	0.0	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	**PROTECT** IN DULUTH CONSTRUCT NORTON ROAD BRIDGE	PROTECT	\$ 500,000	\$ -	\$ -	\$ -	\$ 200,000	\$ 700,000	\$ 700,000
Total							\$ 2,282,778	\$ -	\$ -	\$ -	\$ 3,883,722	\$ 6,166,500	\$ 6,166,500
069-632-025	St. Louis County	CSAH 32	0.4	BIKE/PED	IN DULUTH CSAH 32 (ARROWHEAD RD.) SIDEWALK CONSTRUCTION FROM MENARD DR. TO CSAH 91 (HAINES RD.)	STBGP TAP	\$ 282,492	\$ -	\$ -	\$ -	\$ 333,508	\$ 616,000	\$ 616,000
069-070-080	St. Louis County	CSAH 37	0.3	TRAFFIC CONTROL DEVICES/SAFETY	CONSTRUCT LEFT TURN LANES ON CSAH 37 (JEAN DULUTH RD) AT CSAH 2 (W TISCHER RD)	HSIP	\$ 600,000	\$ -	\$ -	\$ -	\$ 200,000	\$ 800,000	\$ 800,000
069-070-085	St. Louis County	CSAH 13	0.5	TRAFFIC CONTROL DEVICES/SAFETY	MIDWAY RD(CSAH 13) CONSTRUCT TURN LANES AND LIGHTING AT MIDWAY RD (CSAH 13)/ ROSE RD.	HSIP	\$ 650,000	\$ -	\$ -	\$ -	\$ 200,000	\$ 850,000	\$ 850,000
069-070-084	St. Louis County	CSAH 3	0.5	TRAFFIC CONTROL DEVICES/SAFETY	TURN LANES AND LIGHTING AT CSAH 3 (BECKS RD.) /CR. 899 (HALIE RD.)	HSIP	\$ 650,000	\$ -	\$ -	\$ -	\$ 200,000	\$ 850,000	\$ 850,000
069-698-017AC	St. Louis County	CSAH 98	8.9	PAVEMENT RESURFACE AND REHABILITATION	**AC** CANOSIA RD(CSAH 98) FROM ST LOUIS RIVER RD (CR 696) TO INDUSTRIAL RD (CSAH 7). BIT RECLAIM AND PAVING, TURN LANE CONSTRUCTION. (AC PAYBACK 1 OF 1)	STBGP	\$ -	\$ -	\$ 971,750	\$ -	\$ -	\$ 971,750	\$ -
069-070-089	St. Louis County	Local Streets	0.0	TRAFFIC CONTROL DEVICES/SAFETY	COUNTYWIDE 6-INCH WET-REFLECTIVE EPOXY EDGELINES ON VARIOUS COUNTY ROADS	HSIP	\$ 205,200	\$ -	\$ -	\$ -	\$ 22,800	\$ 228,000	\$ 228,000
Total							\$ 2,387,692	\$ -	\$ 971,750	\$ -	\$ 956,308	\$ 4,315,750	\$ 3,344,000

Table 3: FY2028

2028 TIP Project List

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (STIP Total)	Project Total \$ (Project Total)
6925-148	MnDOT	MN 61	3.4	APPURTENANCE	MN 61(LONDON RD), NB AND SB, IN DULUTH, FROM (MSAS 191) 26AVE E. TO 0.14 MI. N. (MSAS195) 60TH AVENUE EAST, LANDSCAPING	State TH NON-PAR	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000	\$ 300,000
6981-26CE2	MnDOT	HIGHWAY 1535	0.0	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	**BLATNIK**: FY2028 BLATNIK NEW BRIDGE#69913, CONSTRUCTION ADMINISTRATION AND INSPECTION. (MNDOT DOT IS LEAD AGENCY)	NHPP	\$ 5,816,250	\$ -	\$ -	\$ 646,250	\$ 7,287,500	\$ 13,750,000	\$ 13,750,000
6982-346	MnDOT	I-35	1.3	APPURTENANCE	IN DULUTH, ALONG I-35 FROM 27TH AVE W TO GARFIELD AVE, TWIN PORTS INTERCHANGE LANDSCAPE PROJECT.	SF	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000	\$ 300,000
5880-203	MnDOT	I-35	77.4	PAVEMENT RESURFACE AND REHABILITATION	I-35 NB&SB, 2.16 MI.N OF MN 48 TO 0.44 MI. N 27TH AVE W IN DULUTH. INTERMITTENT MINOR CPR, AND GENERAL ANDREWS & KETTLE RIVER REST AREA PAVEMENT REHAB (ASSOC 0980-164, 6982-355)(TIED 5880-205)	NHPP	\$ 3,256,800	\$ -	\$ -	\$ 743,200	\$ -	\$ 4,000,000	\$ 4,000,000
6915-139	MnDOT	US 53	2.6	PAVEMENT RESURFACE AND REHABILITATION	**ELLE**: US 53 (TRINITY RD), IN DULUTH, FROM JCT PIEDMONT AVE(CSAH 54) TO JCT MN 194 (W. CENTRAL ENTRANCE) MEDIUM MILL/OVERLAY	NHPP	\$ 3,908,160	\$ -	\$ -	\$ 891,840	\$ -	\$ 4,800,000	\$ 4,800,000
6982-344	MnDOT	I-35	0.8	PAVEMENT RESURFACE AND REHABILITATION	I-35, IN DULUTH, FROM N END BR 69879 OVER CENTRAL AVE TO S END RECYCLE WAY BR, AND N END 5TH AVE W. BR TO S END LAKE AVE BR, MEDIUM MILL/OVERLAY	NHPP	\$ 1,260,000	\$ -	\$ -	\$ 140,000	\$ -	\$ 1,400,000	\$ 1,400,000
6908-72AC	MnDOT	US 2	4.3	PAVEMENT RESURFACE AND REHABILITATION	**AC**:US2 FROM MIDWAY RD(CSAH(13) TO BOUNDARY AVE(CSAH14) IN PROCTOR, PAVEMENT REHAB.(ASSOC 6939-22) (AC PROJECT PAYBACK 1 OF 1)	NHPP	\$ -	\$ -	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000	\$ -
Total							\$ 14,241,210	\$ -	\$ 5,000,000	\$ 3,021,290	\$ 7,287,500	\$ 29,550,000	\$ 24,550,000
118-030-012	Duluth	Local Streets	0.0	BIKE/PED	DTA BUS STOP IMPROVEMENTS, CURB AND GUTTER, SIDEWALK, AND ADA IMPROVEMENTS IN VARIOUS LOCATIONS IN THE CITY OF DULUTH	STBGP TAP	\$ 460,000	\$ -	\$ -	\$ -	\$ 118,026	\$ 578,026	\$ 578,026
118-132-011	Duluth	MSAS 132	0.9	GRSU - GRADE AND SURFACE	**AC**:IN DULUTH, ON 4TH ST(MSAS 132) FROM MESABA AVE(MN194) TO 6TH AVE E.(MSAS 192). RECONSTRUCT (AC PROJECT PAYBACK 2029)	STBGP	\$ 1,446,750	\$ 897,000	\$ -	\$ -	\$ 2,900,000	\$ 4,346,750	\$ 5,243,750
Total							\$ 1,906,750	\$ 897,000	\$ -	\$ -	\$ 3,018,026	\$ 4,924,776	\$ 5,821,776
069-604-086T	St. Louis County	CSAH 4	2.5	TRAFFIC CONTROL DEVICES/SAFETY	RICE LAKE ROAD (CSAH 4)CORRIDOR PROJECT; CONSTRUCT TWO SINGLE-LANE ROUNDABOUTS, TURN LANES AT RIDGEVIEW RD AND CONSTRUCTION OF TWO PAVED TRAILS ALONG MARTIN(CSAH 9) AND RICE LAKE ROADS(CSAH 4)	STBGP TAP	\$ 600,000	\$ -	\$ -	\$ -	\$ 150,000	\$ 750,000	\$ 750,000
069-604-086RA	St. Louis County	CSAH 4	2.5	TRAFFIC CONTROL DEVICES/SAFETY	**RAISE**: RICE LAKE ROAD (CSAH 4)CORRIDOR PROJECT; CONSTRUCT TWO SINGLE-LANE ROUNDABOUTS, TURN LANES AT RIDGEVIEW RD AND CONSTRUCTION OF TWO PAVED TRAILS ALONG MARTIN(CSAH 9) AND RICE LAKE ROADS(CSAH 4)	FFM	\$ 25,000,000	\$ -	\$ -	\$ -	\$ 14,350,000	\$ 39,350,000	\$ 39,350,000
069-610-013	St. Louis County	CSAH 10	0.1	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	**BROS**: IN DULUTH ,CSAH 10(STRAND RD.) 0.6 MI E OF JCT CR 293 (TISCHER RD N) AND 0.3 MI W OF JCT CSAH 12 (LESTER RIVER RD). REPLACE BRIDGE#6667 WITH NEW BR#XXXX OVER LESTER RIVER AND APPROACH GRADING AND PAVING.	BROS	\$ 960,000	\$ -	\$ -	\$ -	\$ 440,000	\$ 1,400,000	\$ 1,400,000
069-070-090	St. Louis County	COUNTYWIDE	45.9	TRAFFIC CONTROL DEVICES/SAFETY	COUNTYWIDE 6-INCH WET-REFLECTIVE EPOXY EDGELINES IN A GROOVE	HSIP	\$ 441,000	\$ -	\$ -	\$ -	\$ 49,000	\$ 490,000	\$ 490,000
069-648-035	St. Louis County	CSAH 48	2.5	PAVEMENT RESURFACE AND REHABILITATION	LAVAQUE RD(CSAH48) FROM 5TH ST(CSAH 14) TO MORRIS THOMAS RD(CSAH56) MILL & OVERLAY, STORM SEWER	STBGP	\$ 475,000	\$ -	\$ -	\$ -	\$ 625,000	\$ 1,100,000	\$ 1,100,000
Total							\$ 27,476,000	\$ -	\$ -	\$ -	\$ 15,614,000	\$ 43,090,000	\$ 43,090,000
202-090-001	Hermantown	LOCAL STREETS	2.8	BIKE/PED	CONSTRUCT TWO TRAIL SEGMENTS FROM THE LAVAQUE JUNCTION(CSAH 48)UGSTAD ROAD INTERSECTION TO THE STEBNER RD./MAPLE GROVE(CSAH6) INTERSECTION. THE 2.83 MILE WORK WILL CONNECT TO A NEW SIDEWALK SYSTEM ALONG UGSTAD RD WHERE IT CONNECTS TO ESSENTIAL WELLNESS CENTER, HERMANTOWN SCHOOL CAMPUS AND STATE HWY 53. TRAIL WILL CONNECT TO PREVIOUSLY CONSTRUCTED SYSTEM IN 2019.	STBGP TAP	\$ 600,000	\$ -	\$ -	\$ -	\$ 2,265,244	\$ 2,865,244	\$ 2,865,244
8801-CRP-MPO-28	Local	LOCAL STREETS	0.0	SETASIDE DISTRICTWIDE PROJECT	**CRP**: MPO LOCAL CARBON REDUCTION - 2028	CRP	\$ 210,000	\$ -	\$ -	\$ -	\$ 47,922	\$ 257,922	\$ 257,922
Total							\$ 810,000	\$ -	\$ -	\$ -	\$ 2,313,166	\$ 3,123,166	\$ 3,123,166

Table 4: FY2029

2029 TIP Project List

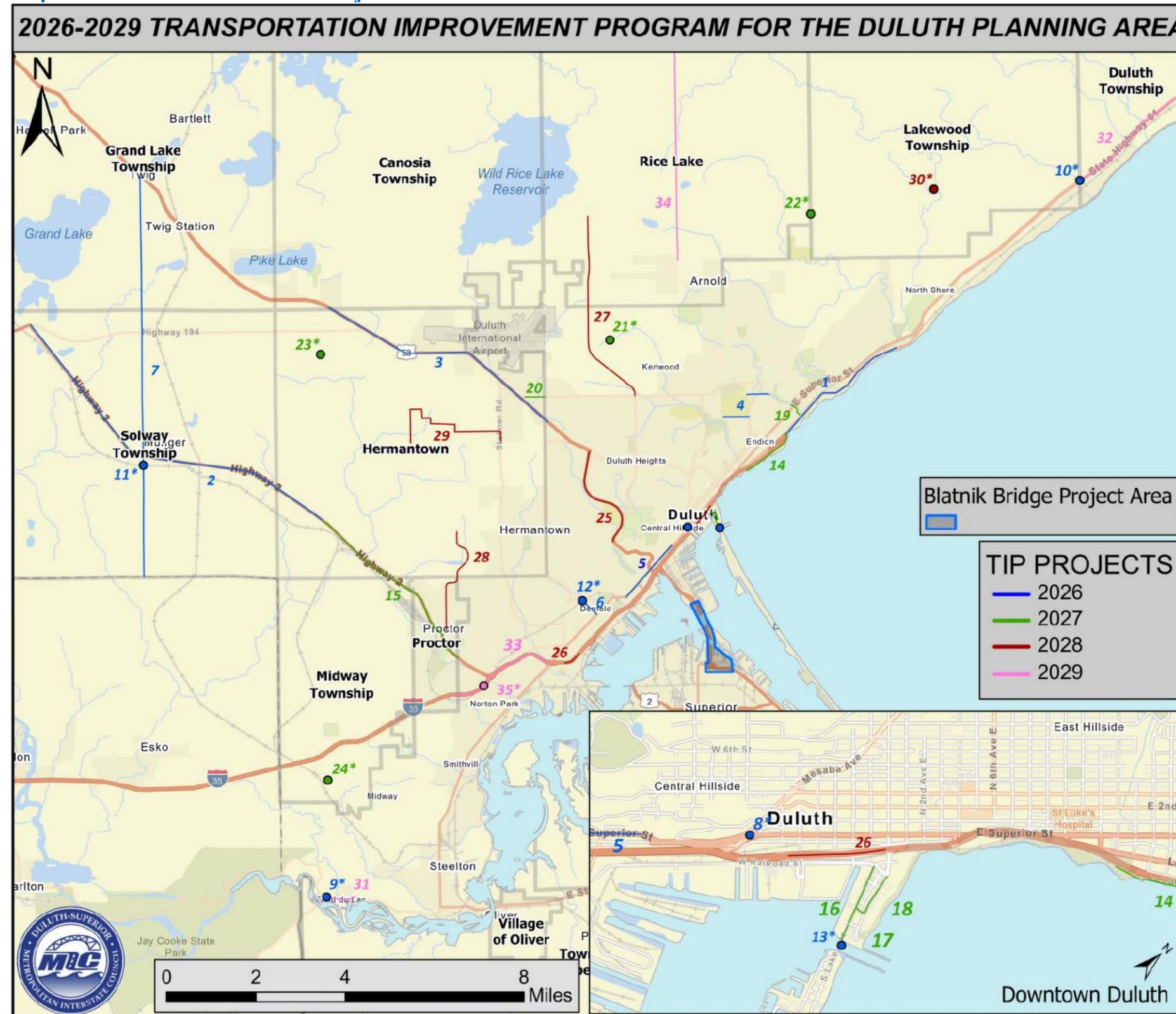
State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (STIP Total)	Project Total \$ (Project Total)
6910-109	MnDOT	MN 23	1.5	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	**PRS**: MN 23 IN DULUTH, FROM 700' W. TH 210 TO 3000' E TH 210. MISSION CREEK REPLACE OLD BR# 5757 WITH NEW BR#69092, REALIGNMENT AND GRADING	STBGP	\$ 3,338,220	\$ -	\$ -	\$ 761,780	\$ -	\$ 4,100,000	\$ 4,100,000
6910-109PRO	MnDOT	MN 23	1.5	GRSU - GRADE AND SURFACE	**PROTECT**PRS**: MN 23 IN DULUTH, FROM 700' W. TH 210 TO 3000' E TH 210. MISSION CREEK REPLACE OLD BR# 5757 WITH NEW BR#69092. REALIGNMENT AND GRADING	PROTECT	\$ 2,160,000	\$ -	\$ -	\$ 540,000	\$ -	\$ 2,700,000	\$ 2,700,000
6982-369	MnDOT	I 35	0.1	APPURTENANCE	**HISTORIC**: ON SKYLINE PARKWAY BETWEEN THOMPSON HILL TRANSPORTATION INFORMATION SYSTEM AND I-35 /RECONSTRUCT STONE WALL, ADD SAFETY FENCING	State TH NON-PAR	\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ 400,000	\$ 400,000
6926-56	MnDOT	MN 61	11.8	PAVEMENT RESURFACE AND REHABILITATION	MN 61, NB, CSAH 33 (MCQUADE ROAD) TO CSAH 42 (HOMESTEAD ROAD) AND SB, CSAH 33 (MCQUADE ROAD) TO KNIFE RIVER, MEDIUM MILL/OVERLAY	STBGP	\$ 6,920,700	\$ -	\$ -	\$ 1,579,300	\$ -	\$ 8,500,000	\$ 8,500,000
6982-366	MnDOT	I 35	2.7	PAVEMENT RESURFACE AND REHABILITATION	I 35, IN PROCTOR & DULUTH AT THOMPSON HILL, FROM 0.51 SO. BOUNDARY AVE. TO N. END BRIDGE NO. 69879 OVER MN 23,NB AND SB DRIVING LANES EXCLUDING RAMPS, UTBWC.	NHPP	\$ 1,800,000			\$ 200,000	\$ -	\$ 2,000,000	\$ 2,000,000
6981-26CE4	MnDOT	HIGHWAY I 535	0.0	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	**BLATNIK**: FY2029 BLATNIK NEW BRIDGE#69913, CONSTRUCTION ADMINISTRATION AND INSPECTION. (MNDOT DOT IS LEAD AGENCY)	NHPP	\$ 6,345,000	\$ -	\$ -	\$ 705,000	\$ 7,950,000	\$ 15,000,000	\$ 15,000,000
Total							\$ 20,563,920	\$ -	\$ -	\$ 4,186,080	\$ 7,950,000	\$ 32,700,000	\$ 32,700,000
118-132-011AC	Duluth	MSAS 132	0.9	GRSU - GRADE AND SURFACE	**AC**:IN DULUTH, ON 4TH ST(MSAS 132) FROM MESABA AVE(MN194) TO 6TH AVE E.(MSAS 192). RECONSTRUCT (AC PROJECT PAYBACK 1 OF 1)	STBGP	\$ -	\$ -	\$ 897,000	\$ -	\$ -	\$ 897,000	\$ -
118-171-007	Duluth	LOCAL STREETS	0.0	BIKE/PED	IN DULUTH, TRANSIT HUB AND RECONDITIONING ON E SUPERIOR ST	STBGP TAP	\$ 460,000	\$ -	\$ -	\$ -	\$ 115,000	\$ 575,000	\$ 575,000
Total							\$ 460,000	\$ -	\$ 897,000	\$ -	\$ 115,000	\$ 1,472,000	\$ 575,000
069-691-034TAC	St. Louis County	CSAH 91	0.5	GRSU - GRADE AND SURFACE	**AC**: RECONSTRUCT OF 40TH AVENUE WEST (CSAH 91), FROM GRAND AVE (MSAS 126) TO 0.1 MILES NORTH OF 8TH ST(MSAS 105) INCLUDING SIDEWALK, CURB & GUTTER, AND STORM SEWER, WATERMAIN, LIGHTING, AND A MINI ROUNDABOUT(AC PAYBACK 1 OF 1)	STBGP TAP	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ 200,000	\$ -
069-634-016	St. Louis County	CSAH 34	8.0	PAVEMENT RESURFACE AND REHABILITATION	HOWARD GNESEN RD(CSAH 34) FROM MARTIN RD (CSAH 9) TO NORMANNA RD(CSAH 44). FULL DEPTH RECLAIM	STBGP	\$ 897,000	\$ -	\$ -	\$ -	\$ 2,303,000	\$ 3,200,000	\$ 3,200,000
Total							\$ 897,000	\$ -	\$ 200,000	\$ -	\$ 2,303,000	\$ 3,400,000	\$ 3,200,000
8801-CRP-MPO-29	Local	Local	0.0	SETASIDE DISTRICTWIDE PROJECT	LOCAL CARBON REDUCTION - MPO-2029	CRP	\$ 210,000	\$ -	\$ -	\$ -	\$ 47,922	\$ 257,922	\$ 257,922
Total							\$ 210,000	\$ -	\$ -	\$ -	\$ 47,922	\$ 257,922	\$ 257,922

Table 5: 2026-2029 Transit Projects

2026-2029 DTA TIP Project List

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$	Year
TRF-9069-26	ARDC	TRANSIT	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECTION 5310:ARROWHEAD REGIONAL DEVELOPMENT COMMISSION MOBILITY MANAGEMENT 7/1/27 - 6/30/2029	FTA	\$ 130,610	\$ -	\$ -	\$ -	\$ 32,653	\$ 163,263	2026
TRF-0016-26A	DTA	TRANSIT	0	TRANSIT OPERATIONS	SECT 5307: DULUTH OPERATING ASSISTANCE REGULAR ROUTE	FTA	\$ 1,909,484	\$ -	\$ -	\$ -	\$ 21,769,695	\$ 23,679,179	2026
TRF-0016-26B	DTA	TRANSIT	0	TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -	\$ -	\$ -	\$ -	\$ 1,320,196	\$ 1,320,196	2026
TRF-0016-26D	DTA	TRANSIT	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5339: TCE ROOF REPLACEMENT	FTA	\$ 136,000	\$ -	\$ -	\$ -	\$ 34,000	\$ 170,000	2026
TRF-0016-26G	DTA	TRANSIT	0	TRANSIT VEHICLE PURCHASE	SECT 5339: DULUTH TRANSIT AUTHORITY; FIVE (5) CLASS 300 REPLACEMENT BUSES	FTA	\$ 1,017,450	\$ -	\$ -	\$ -	\$ 179,550	\$ 1,197,000	2026
TRF-0016-26H	DTA	TRANSIT	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5339: DULUTH TRANSIT AUTHORITY; PURCHASE SNOW CHUTE	FTA	\$ 144,000	\$ -	\$ -	\$ -	\$ 36,000	\$ 180,000	2026
TRF-0016-26I	DTA	TRANSIT	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5307: DULUTH TRANSIT AUTHORITY; ITS SOFTWARE AND EQUIPMENT	FTA	\$ 800,000	\$ -	\$ -	\$ -	\$ 200,000	\$ 1,000,000	2026
TRS-0016-26B	DTA	TRANSIT	0	TRANSIT VEHICLE PURCHASE	DULUTH TRANSIT AUTHORITY; PURCHASE SEVEN (7) CLASS 700 DIESEL BUSES	STBGP	\$ 4,071,200	\$ -	\$ -	\$ -	\$ 1,017,800	\$ 5,089,000	2026
TRF-0016-27A	DTA	TRANSIT	0	TRANSIT OPERATIONS	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	FTA	\$ 1,966,769	\$ -	\$ -	\$ -	\$ 24,896,369	\$ 26,863,138	2027
TRF-0016-27B	DTA	TRANSIT	0	TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -	\$ -	\$ -	\$ -	\$ 1,386,205	\$ 1,386,205	2027
TRF-0016-27C	DTA	TRANSIT	0	TRANSIT VEHICLE PURCHASE	SECT 5339: DULUTH TRANSIT AUTHORITY; PURCHASE TWO(2) SUPPORT VEHICLES FOR MAINTENANCE	FTA	\$ 134,000	\$ -	\$ -	\$ -	\$ 33,600	\$ 167,600	2027
TRF-0016-27D	DTA	TRANSIT	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5339: DULUTH TRANSIT AUTHORITY; PURCHASE FORKLIFT	FTA	\$ 44,000	\$ -	\$ -	\$ -	\$ 11,000	\$ 55,000	2027
TRF-0016-27E	DTA	TRANSIT	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5307: RAPID TRANSIT STATION IMPROVEMENTS	FTA	\$ 9,600,000	\$ -	\$ -	\$ -	\$ 2,400,000	\$ 12,000,000	2027
TRF-9096-28	ARDC	TRANSIT	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECTION 5310:ARROWHEAD REGIONAL DEVELOPMENT COMMISSION MOBILITY MANAGEMENT 7/1/29 - 6/30/2031	FTA	\$ 138,446	\$ -	\$ -	\$ -	\$ 34,611	\$ 173,057	2028
TRF-0016-28A	DTA	TRANSIT	0	TRANSIT OPERATIONS	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	FTA	\$ 2,025,772	\$ -	\$ -	\$ -	\$ 25,323,680	\$ 27,349,452	2028
TRF-0016-28B	DTA	TRANSIT	0	TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -	\$ -	\$ -	\$ -	\$ 1,455,516	\$ 1,455,516	2028
TRF-0016-28C	DTA	TRANSIT	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5307: DULUTH TRANSIT AUTHORITY; RAPID TRANSIT STATION IMPROVEMENTS	FTA	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 500,000	\$ 2,500,000	2028
TRF-0016-29A	DTA	TRANSIT	0	TRANSIT OPERATIONS	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	FTA	\$ 2,086,545	\$ -	\$ -	\$ -	\$ 26,630,379	\$ 28,716,924	2029
TRF-0016-29B	DTA	TRANSIT	0	TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -	\$ -	\$ -	\$ -	\$ 1,528,291	\$ 1,528,291	2029
TRF-0016-29C	DTA	TRANSIT	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5307: DULUTH TRANSIT AUTHORITY; RAPID TRANSIT STATION IMPROVEMENTS	FTA	\$ 2,086,545	\$ -	\$ -	\$ -	\$ 521,636	\$ 2,608,181	2029
Total							\$ 28,290,821	\$ -	\$ -	\$ -	\$ 109,311,181	\$ 137,602,002	

Map 3: Location of 2026-2029 TIP Projects



- ### TIP Projects by Year
- #### 2026 TIP Projects
1. London Rd – Resurface 26th Ave E to 60th Ave E
 2. US 2 – Resurface MN 194 to Midway Rd
 3. US 53 – Resurface Haines Rd to Midway Rd
 4. Campus Connector Segments 4 & 5
 5. W Superior St – Carlton Ave to W Michigan St Reconstruction
 6. 40th Ave W – Grand Ave to 8th St Reconstruction
 7. Canosia Rd – Resurface St. Louis River Rd to Industrial Rd
 - 8*. MN 194 NB over Superior St – Bridge Repair
 - 9*. MN 23 – Ceremonial Structure at Jct of MN 210
 - 10*. MN 61 – McQuade Rd Intersection Improvement
 - 11*. Canosia Rd RR Crossing Signal Replacement
 - 12*. N 40th Ave W RR Crossing Signal Replacement
 - 13*. Aerial Lift Bridge – Rehabilitation
- #### 2027 TIP Projects
14. I 35 - End of Leif Erikson Tunnel to 26th Ave E ITS
 15. US 2 – Resurface Midway Rd to Boundary Ave
 16. Lake Ave – Resurface Railroad St to Lift Bridge
 17. Buchanan St – Resurface Lake Ave to Canal Park Dr
 18. Canal Park Dr – Resurface Buchanan St to Railroad St
 19. Campus Connector Segment 6
 20. Arrowhead Rd - Menard Dr to Haines Rd Sidewalk
 - 21*. Norton Rd – Construct Bridge
 - 22*. Jean Duluth Rd at W Tischer Rd Left Turn Lanes
 - 23*. Midway Rd at Rose Rd – Turn Lanes
 - 24*. Becks Rd at Halie Rd – Turn Lanes
- #### 2028 TIP Projects
25. Trinity Rd – Resurface Piedmont Ace to TH194
 26. I35 – Resurface Central Ave to Recycle Way Bridge, 5th Ave W Bridge to Lake Ave Bridge
 27. Rice Lake Rd – Reconstruction
 28. Lavaque Rd – Resurface 5th St to Morris Thomas
 29. Munger Trail Spur - Lavaque to Ugstad Rd
 - 30*. Strand Rd - Bridge Replace over Lester River
- #### 2029 TIP Projects
31. MN 23 - Resurfacing 700' W 210 to 3000' E 210
 32. MN 61- Resurface Knife River to Homestead Rd
 33. Thompson Hill - Boundary Ave to N. End Bridge
 34. Howard Gnesen Rd - Martian Rd to Normana Rd Resurface/Reclaim
 - 35*. Skyline Pkwy - Stonewall Reconstruct
- Not all projects listed. Please review the project list for full list of projects.
* Projects displayed as a point.

Performance Measures and Asset Management

Performance-Based Planning and Programming

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

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

National Performance Measure Goals (23 USC 150(b))

It is in the interest of the United States to focus the federal-aid highway program on the following national goals:

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

<https://www.fhwa.dot.gov/tpm/about/goals.cfm>

Performance Measures as established in 49 USC 625 and 23 CFR 490

- **Transit**
 - Rolling Stock: The percentage of revenue vehicles (by type) that have either met or exceeded their useful life benchmark (ULB).
 - Equipment: The percentage of non-revenue, support-service, and maintenance vehicles (by type) that have either met or exceeded their ULB.
 - Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.

Performance Measures and Asset Management

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

MIC-Adopted Performance Measure (PM) & Transit Targets

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

MIC transportation performance measures information can be found at:

dsmic.org/performance-measures-mn.

Performance Measures and Asset Management

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

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

Safety Performance Measure	Baseline (2019-2023 Average)	2025 Target
Fatalities	420.8	352.4
Fatality Rate (per 100 million VMT)	0.742	0.582
Serious Injuries	1745.6	1463.4
Serious Injury Rate (per 100 million VMT)	3.075	2.470
Non-motorist Fatalities & Serious Injuries	285.4	258.4

VMT = Vehicle Miles Traveled

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

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

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

NHS = National Highway System

Performance Measures and Asset Management

PM 3: System Reliability Performance Targets - NHS Performance and Freight Movement (2023-2025)

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

System Reliability Performance Measure	2-year Target (2023)	4-year Target (2025)
% Reliable Person Miles on the Interstate	82%	82%
% Reliable Person Miles on the Non-Interstate NHS	90%	90%
Truck Travel Time Reliability Index	1.4	1.4

NHS = National Highway System

Transit Asset Management (TAM) Targets

The MIC Board originally passed Resolution #18-18 on September 19, 2018, adopting the DTA's Transit Asset Management (TAM) targets for CY 2019. Since that time, the DTA and the MIC annually review TAM and target data. Based on 2025 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 2026-2029 TIP:

Asset	4-year Target (2025)
Rolling Stock	<10% of Fixed Route Vehicles and <20% of Paratransit vehicles have reached their useful life.
Equipment	<35% of equipment (i.e. service vehicles) met or exceeded useful life benchmarks.
Passenger/Parking Facility	<10% of Passenger/Parking facilities have a condition rating below 3 based on FTA's TERM scale.
Administrative / Maintenance Facility	0% of facility elements within the Administrative & Maintenance Facility have a condition rating below 3.

FTA = Federal Transit Administration

The DTA has a current fleet of 74 fixed-route buses (7-battery-electric) and an additional 15 paratransit vehicles.

Performance Measures and Asset Management

The following detail how DTA has made progress towards the TAM targets, as well as challenges DTA faces in making progress towards the TAM targets:

Rolling Stock (Revenue Vehicles)

- The DTA has placed orders for 11 fixed-route buses (two of them being electric) and 6 paratransit buses. As of this writing, in early 2025, the DTA has received 9 of the fixed-route buses and 5 of the paratransit buses, with the remaining buses coming before the end of the year. This would leave the DTA with only one bus that is beyond its useful life, or 1.5% percent of the fleet.
- Major challenges include funding availability and Duluth's harsh environment. Funding for vehicles is granted by MnDOT. Availability and awards vary from year to year and relies heavily on federal funding sources. 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 conditions of the vehicles and can have increased maintenance needs.
- Supply chain issues have also been a huge problem. The time for delivery on vehicles is several months after an order is submitted. This causes a huge lag between the time funding becomes available and when the replacement buses arrive. This means we are operating service with buses past their useful life and spending more on ongoing maintenance.

Equipment (Non-Revenue Vehicles)

- The DTA replaced three service vehicles in 2024, reducing the percent of vehicles past their useful life. The DTA has several vehicles that are used in certain circumstances and would not warrant replacement, even though they may be past a useful life benchmark.
- Availability of funding. Due to a higher priority on revenue service vehicles, service equipment can fall behind if funds are not available. The DTA relies heavily on state assistance in replacing these vehicles.

Passenger/Parking Facilities (Condition)

- Between 2020-2024, the DTA had several facility projects to help maintain good condition ratings. The DTA replaced the roof on the Operations Center and replaced an underground fuel storage tank with an new above ground system. Those were the two lowest rated conditions on the Operations Center facility score, so replacing them will make an improvement in exceeding the target. Additional

Performance Measures and Asset Management

work occurred in 2023 to early 2024 to rehab the parking lots and several areas of the Operations Center. That work replaced aging plumbing, HVAC, electrical, and other components. In late 2024, a large sprinkler system replacement project began and will be completed in the Summer of 2025.

- Long-term funding availability could limit the level of investment made to keep facility elements in good condition to keep maintenance costs lower. It is important to the DTA to keep facilities in good condition to limit ongoing maintenance costs and protect assets.

Extenuating circumstances that impact DTA's TAM

- Environmental circumstances in Northeast Minnesota can have negative impacts on assets. The extreme weather conditions in the winter, wind off of Lake Superior, and the hilly landscape can take an increased toll on vehicles and facilities.
- And as mentioned earlier, supply chain and build times for vehicles has become so long that it is having a negative impact on operations and costs to maintain aging vehicles.

Public Transportation Agency Safety Plan (PTASP) Targets

The Public Transportation Agency Safety Plan (PTASP) regulation requires covered public transportation providers and state DOTs to establish safety performance targets to address the safety performance measures identified in the National Public Transportation Safety Plan. The Duluth Transit Authority's Safety Performance targets were approved August 2023 by the DTA Board of Directors. Based on 2025 coordination with the Duluth Transit Authority, the PTASP targets are incorporated into the 2026-2029 Duluth TIP.

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

Performance Measures and Asset Management

Anticipated Effect of Transportation Investments on Performance Measures

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

System Reliability Performance Targets - NHS Performance and Freight Movement

PM 1 – Highway Safety Improvement Program Performance Targets

The Duluth Area TIP projects are anticipated to contribute positively to the statewide safety performance targets. Projects in the TIP include safety improvements for all modes by reducing known conflicts, adding new bicycle and pedestrian infrastructure, and more. Additional data and resources, if available, would help the MPO and its partnering jurisdictions better measure performance targets. For more information on statewide reporting, visit: <https://www.fhwa.dot.gov/tpm/reporting/state/safety.cfm?state=Minnesota>.

PM 2 – NHS Pavement and Bridge Condition Targets

The Duluth Area TIP projects are anticipated to contribute positively to the overall statewide performance targets for NHS Pavement and Bridge Condition. PM2 targets only apply to MnDOT within the MIC area. MnDOT District 1 is continually working to improve pavement conditions on the Interstate and Non-Interstate NHS.

PM 3 – NHS Performance and Freight Movement System Reliability Performance Targets

The Duluth Area TIP projects are anticipated to contribute positively to the overall statewide performance targets for Performance and Freight Movement on the Interstate and Non-Interstate NHS System.

Transit Asset Management (TAM) Targets

The Duluth Area TIP transit projects are anticipated to contribute positively to the TAM targets. In order to meet targets, the DTA plans to replace regular route buses and paratransit vehicles. They also have “preventative maintenance” budgeted for every year to maintain their current fleet. In the first two years of the TIP, the DTA has projects that will upgrade technology and facilities, including bus stops/terminals, equipment, and the administrative building/bus garage.

Public Transportation Agency Safety Plan (PTASP) Targets

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

Updated targets across all levels will be reviewed and incorporated into the TIP based on release of updated and proposed DTA and MnDOT performance measures and asset management. Any

Performance Measures and Asset Management

future action necessary by the MIC Policy Board will be amended into the TIP to reflect adopted measures.

Community Impact Assessment

THIS SECTION REQUIRES CONSULTATION WITH AND GUIDANCE FROM FEDERAL AND STATE PARTNERS BEFORE AN UPDATE CAN BE PROVIDED.

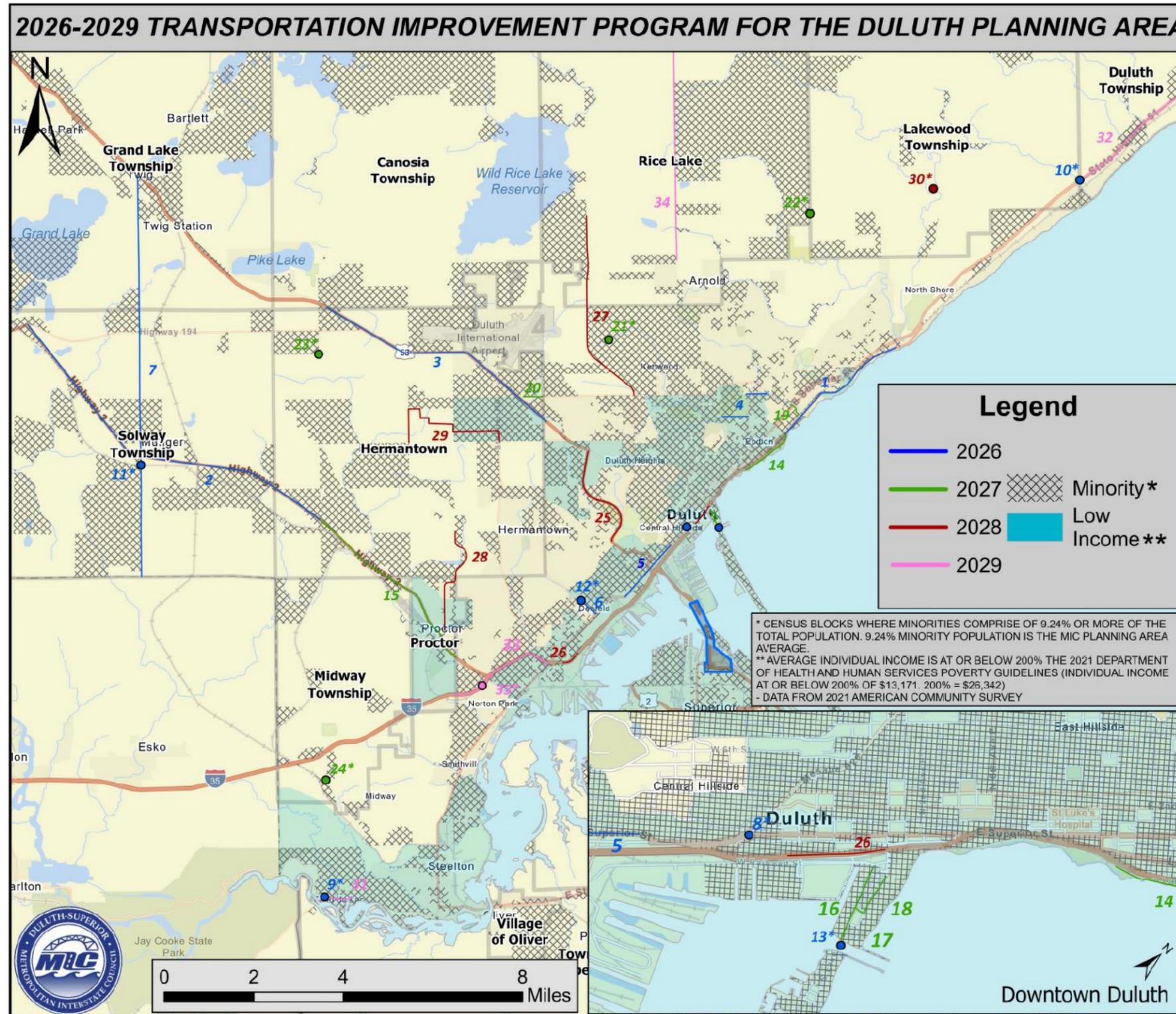
A Community Impact Assessment evaluates the effects of transportation projects on communities and their quality of life, to ensure that transportation investments benefit all residents, businesses, and the overall environment and minimize negative consequences.

The majority of projects listed in this TIP are basic resurfacing, infrastructure rehabilitation, safety, or ITS projects. In accordance with DOT Order 2100.7 (2025), it is reasonably expected that these projects will have the cumulative effect of enhancing community cohesion and quality of life, improving safety for children and families, and providing economic opportunities that raise living standards and enable fuller participation in our economy.

In addition, Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 USC 2000d states that *“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”*

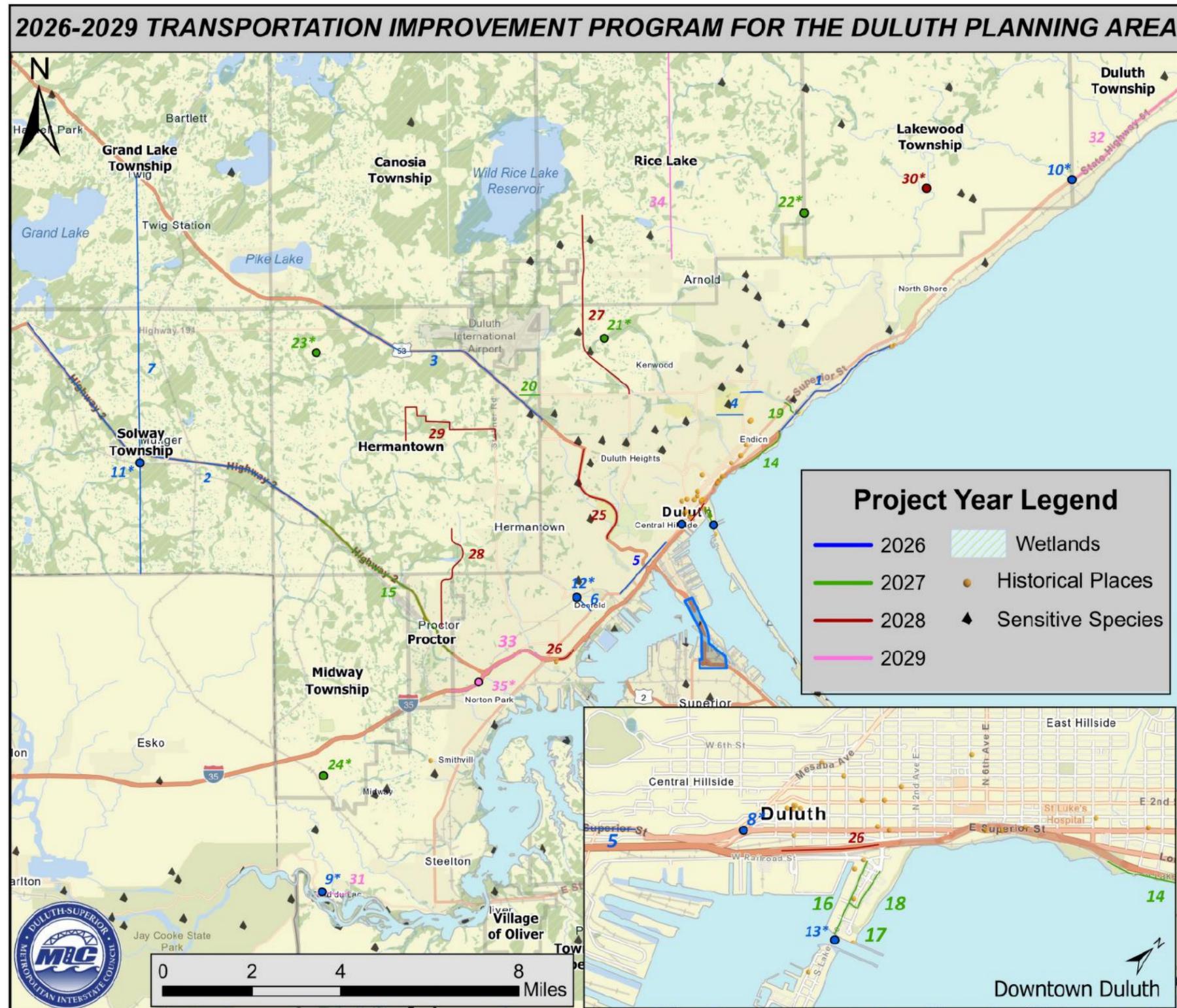
Map 4 identifies the high-concentration areas of minority and low-income populations in the Duluth area and shows their location relative to the projects that are listed in this TIP.

Map 4: Project Locations and Concentrations of Minority and Low Income Populations



- ### TIP Projects by Year
- #### 2026 TIP Projects
1. London Rd – Resurface 26th Ave E to 60th Ave E
 2. US 2 – Resurface MN 194 to Midway Rd
 3. US 53 – Resurface Haines Rd to Midway Rd
 4. Campus Connector Segments 4 & 5
 5. W Superior St – Carlton Ave to W Michigan St Reconstruction
 6. 40th Ave W – Grand Ave to 8th St Reconstruction
 7. Canosia Rd – Resurface St. Louis River Rd to Industrial Rd
 - 8*. MN 194 NB over Superior St – Bridge Repair
 - 9*. MN 23 – Ceremonial Structure at Jct of MN 210
 - 10*. MN 61 – McQuade Rd Intersection Improvement
 - 11*. Canosia Rd RR Crossing Signal Replacement
 - 12*. N 40th Ave W RR Crossing Signal Replacement
 - 13*. Aerial Lift Bridge – Rehabilitation
- #### 2027 TIP Projects
14. I 35 – End of Leif Erikson Tunnel to 26th Ave E ITS
 15. US 2 – Resurface Midway Rd to Boundary Ave
 16. Lake Ave – Resurface Railroad St to Lift Bridge
 17. Buchanan St – Resurface Lake Ave to Canal Park Dr
 18. Canal Park Dr – Resurface Buchanan St to Railroad St
 19. Campus Connector Segment 6
 20. Arrowhead Rd - Menard Dr to Haines Rd Sidewalk
 - 21*. Norton Rd – Construct Bridge
 - 22*. Jean Duluth Rd at W Tischer Rd Left Turn Lanes
 - 23*. Midway Rd at Rose Rd – Turn Lanes
 - 24*. Becks Rd at Halie Rd – Turn Lanes
- #### 2028 TIP Projects
25. Trinity Rd – Resurface Piedmont Ace to TH194
 26. I35 – Resurface Central Ave to Recycle Way Bridge, 5th Ave W Bridge to Lake Ave Bridge
 27. Rice Lake Rd – Reconstruction
 28. Lavaque Rd – Resurface 5th St to Morris Thomas
 29. Munger Trail Spur - Lavaque to Ugstad Rd
 - 30*. Strand Rd - Bridge Replace over Lester River
- #### 2029 TIP Projects
31. MN 23 - Resurfacing 700' W 210 to 3000' E 210
 32. MN 61- Resurface Knife River to Homestead Rd
 33. Thompson Hill - Boundary Ave to N. End Bridge
 34. Howard Gnesen Rd - Martian Rd to Normana Rd Resurface/Reclaim
 - 35*. Skyline Pkwy - Stonewall Reconstruct
- Not all projects listed. Please review the project list for full list of projects.
* Projects displayed as a point.

Map 5: Project Locations and Historical Places and Sensitive Species



- ### TIP Projects by Year
- #### 2026 TIP Projects
1. London Rd – Resurface 26th Ave E to 60th Ave E
 2. US 2 – Resurface MN 194 to Midway Rd
 3. US 53 – Resurface Haines Rd to Midway Rd
 4. Campus Connector Segments 4 & 5
 5. W Superior St – Carlton Ave to W Michigan St Reconstruction
 6. 40th Ave W – Grand Ave to 8th St Reconstruction
 7. Canosia Rd – Resurface St. Louis River Rd to Industrial Rd
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 16. Lake Ave – Resurface Railroad St to Lift Bridge
 17. Buchanan St – Resurface Lake Ave to Canal Park Dr
 18. Canal Park Dr – Resurface Buchanan St to Railroad St
 19. Campus Connector Segment 6
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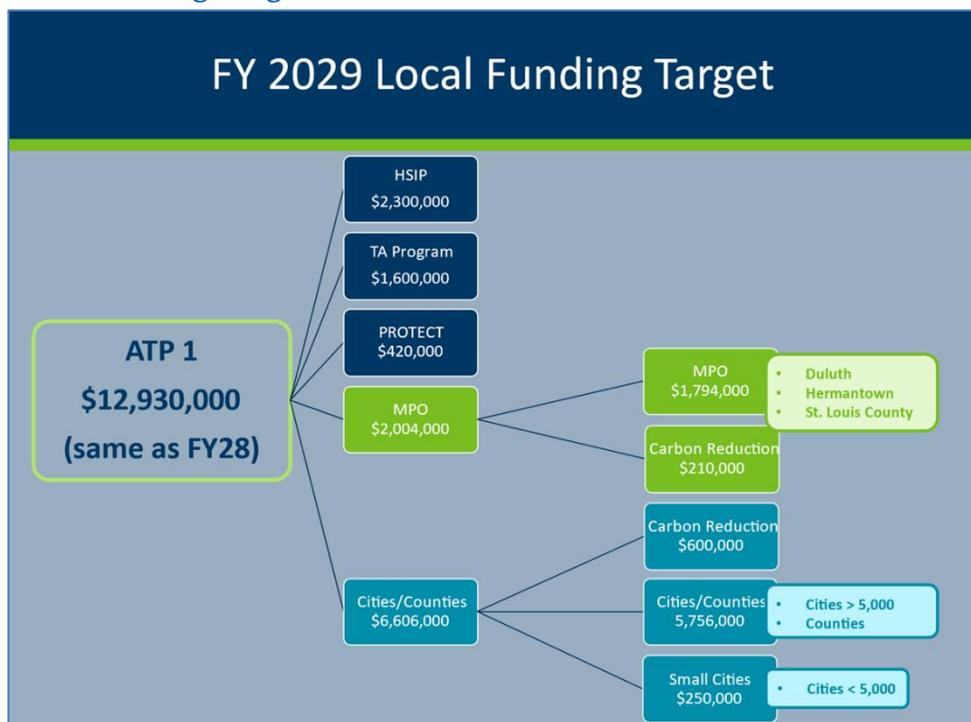
As the federally designated MPO for the Duluth-Superior metropolitan area, the MIC must demonstrate fiscal constraint when programming funding for projects in the TIP.

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

Federal Funding Levels

Federally funded transportation projects within the MIC area are programmed regionally through the NE MN ATP process (see page 5 for more information). The NEMNATP receives a targeted amount of federal funding for the northeast Minnesota region which is further directed using a state-established formulae and funding targets. Although subject to flexibility, these targets are used during development of the Duluth Area TIP, the NE Minnesota ATIP, and the MN state STIP to help establish the priority list of projects. Figure 1 below identifies the breakdown of funding targets set by MnDOT to be used in the solicitation process (not all FHWA funds spent).

Figure 1: Annual Funding Targets – MIC & NEMNATP

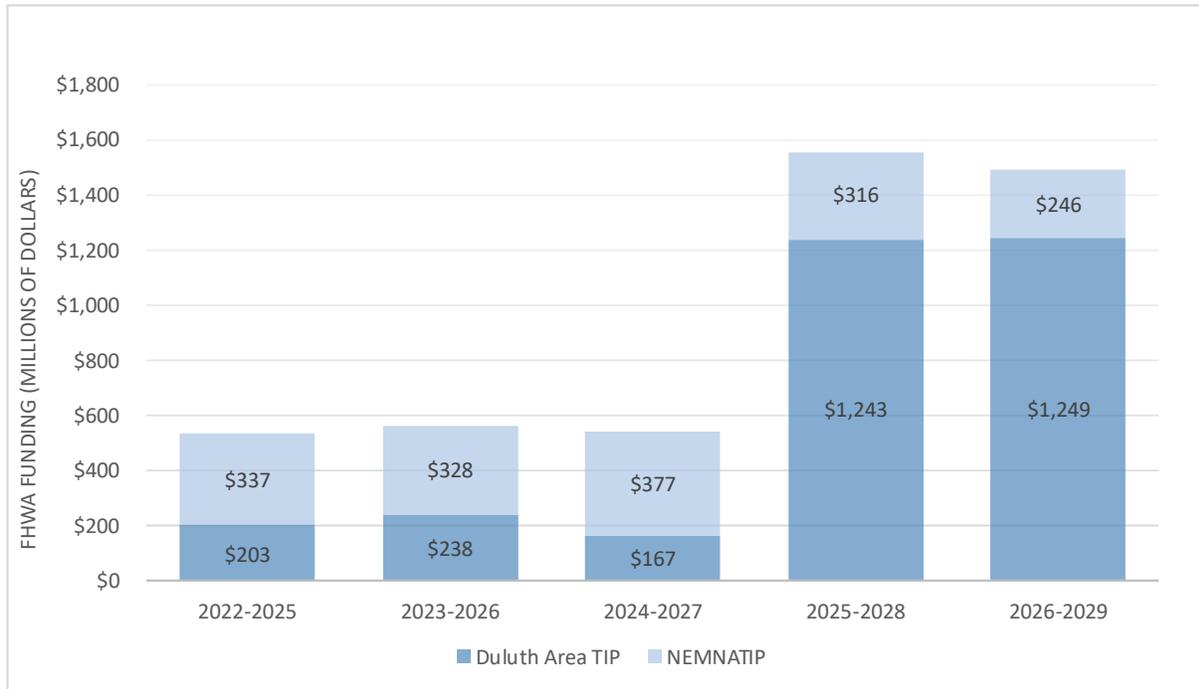


MnDOT – Brian Anderson

Trends in Federal Transportation Funding

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

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



Source(s): Duluth TIP, NEMNATP

Financial Plan: Roadway Investments

Figure 3 represents the Duluth Area’s financial plan for funding the roadway projects being programmed in the Duluth Area TIP. It identifies individual funding sources as specified by each of the jurisdictions to be expected and available during the next four years.

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

Jurisdiction	2026		2027		2028		2029		Annual Avg	
	Maintenance	Operations								
MnDOT	\$ 3.09	\$ 1.78	\$ 3.20	\$ 1.84	\$ 3.32	\$ 1.91	\$ 3.44	\$ 1.98	\$ 3.26	\$ 1.88
St. Louis County	\$ 3.74	\$ 4.69	\$ 3.89	\$ 4.88	\$ 4.05	\$ 5.07	\$ 4.21	\$ 5.28	\$ 3.97	\$ 4.98
City of Duluth	\$ 5.97	\$ 4.84	\$ 6.21	\$ 5.03	\$ 6.46	\$ 5.23	\$ 6.72	\$ 5.44	\$ 6.34	\$ 5.14
City of Hermantown	\$ 1.03	\$ -	\$ 1.06	\$ -	\$ 1.08	\$ -	\$ 1.11	\$ -	\$ 1.07	\$ -
TOTAL	\$ 13.83	\$ 11.31	\$ 14.36	\$ 11.76	\$ 14.90	\$ 12.22	\$ 15.47	\$ 12.70	\$ 14.64	\$ 12.00

Source(s): MnDOT, St. Louis County, City of Duluth, Hermantown, Duluth-Superior MIC

Assessment of Fiscal Constraint – Roadway Investments

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

Figure 4 provides expected annual average revenue levels for the Duluth Area jurisdictions based on the expenditures of recent years. The O&M column represents all roadway expenditures short of any major rehabilitation (including seal coating, street lighting, snow removal, etc.), while Capital Outlay represents expenditures related to the rehabilitation or construction of roads.

Figure 4: Fiscal Constraint Review: Duluth Area TIP

Jurisdiction	2022		2023		2024		2025		Annual Avg	
	O&M	Capital Outlay								
MnDOT	\$ 4.70	\$ 18.75	\$ 4.70	\$ 12.78	\$ 4.70	\$ 21.20	\$ 4.70	\$ 20.62	\$ 4.70	\$ 18.34
St. Louis County	\$ 8.10	\$ 21.56	\$ 8.30	\$ 9.43	\$ 7.80	\$ 4.70	\$ 8.10	\$ 2.58	\$ 8.08	\$ 9.57
City of Duluth	\$ 9.20	\$ 0.93	\$ 9.60	\$ 2.51	\$ 10.00	\$ 3.48	\$ 10.40	\$ 43.25	\$ 9.80	\$ 12.54
City of Hermantown	\$ 0.80	\$ 4.38	\$ 0.90	\$ -	\$ 1.00	\$ 1.48	\$ 1.03	\$ -	\$ 0.93	\$ 1.47
TOTAL	\$ 22.80	\$ 45.62	\$ 23.50	\$ 24.72	\$ 23.50	\$ 30.86	\$ 24.23	\$ 66.45	\$ 23.51	\$ 41.91

Source(s): MnDOT, St. Louis County, City of Duluth, Hermantown

These averages in Figure 5 are compared against the TIP project costs in Figure 6 to show that project costs in the TIP do not exceed the revenue levels expected for capital outlay, and that jurisdictions will also continue to have the financial capability to carry out general system maintenance beyond the funds directed to those TIP projects. MnDOT’s projects do, however, show a much higher expense in the next four years than historical revenues due to the very large Twin Ports Interchange (TPI) Reconstruction Project. In this case, MnDOT will be receiving additional funding for construction from statewide sources (Bridge program and state bonding and federal funding from FAST Act’s National Highway Performance Program (NHPP) and National Highway Freight for the TPI Reconstruction Project. Maintenance and operations costs for the Twin Ports Interchange costs are not expected to increase with the reconstructed TPI.

Figure 5: Total Project Cost: Duluth Area TIP

Total Project Costs: 2026-2029 Duluth Area TIP							
					EXPENSES	REVENUES	
Jurisdiction	2026	2027	2028	2029	2025-2029 TIP (4-year total)	Avg. Expend. (in millions)	
						(4 years)	
						Maintenance	Operations
MnDOT	\$ 1,452,679,330	\$ 29,566,667	\$ 29,550,000	\$ 32,700,000	\$ 1,544,495,997	\$ 13	\$ 8
St. Louis County	\$ 11,229,805	\$ 4,315,750	\$ 43,090,000	\$ 3,400,000	\$ 62,035,555	\$ 16	\$ 20
City of Duluth	\$ 70,494,083	\$ 6,166,500	\$ 4,924,776	\$ 1,472,000	\$ 83,057,359	\$ 25	\$ 21
City of Hermantown/Other	\$ -	\$ -	\$ 3,123,166.00	\$ 257,922	\$ 3,381,088	\$ 4	\$ -
TOTAL	\$ 1,534,403,218	\$ 40,048,917	\$ 80,687,942	\$ 37,829,922	\$ 1,692,969,999	\$ 59	\$ 48
Does not Include AC Payback Dollars							

Source(s): MnDOT, St. Louis County, City of Duluth, Hermantown

Financial Plan: Transit Investments

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

Figure 6: Transit Funding Plan: Duluth Area TIP

Source	2026	2027	2028	2029	4 Yr Total
FTA	\$ 4,137,544	\$ 11,744,769	\$ 4,164,218	\$ 4,173,090	\$ 24,219,621
FHWA	\$ 4,071,200	\$ -	\$ -	\$ -	\$ 4,071,200
Fed Total	\$ 8,208,744	\$ 11,744,769	\$ 4,164,218	\$ 4,173,090	\$ 28,290,821
Other (state & local)	\$ 24,589,894	\$ 28,727,174	\$ 27,313,807	\$ 28,680,306	\$ 109,311,181
Total	\$ 32,798,638	\$ 40,471,943	\$ 31,478,025	\$ 32,853,396	\$ 137,602,002

Source(s): DTA

Assessment of Fiscal Constraint – Transit Investments

The MIC has assessed the ability of the DTA to meet their financial commitments with regards to the transit investments being programmed in the TIP while also continuing to fund their ongoing O&M. The costs of these investments have been adjusted to reflect an inflation rate of 5% per year.

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

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

Chapter 6 Financial Plan

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

Source	2026	2027	2028	2029	EXPENSES	REVENUES
					4 Yr Total	Avg. Expend. (4 years)
Operations & Maintenance	\$ 24,999,375	\$ 28,249,343	\$ 28,804,968	\$ 30,245,215	\$ 112,298,901	\$ 28,074,725
Capital Outlay	\$2,710,263	\$12,222,600	\$2,673,057	\$2,608,181	\$20,214,101	\$5,053,525
Bus Purchases	\$5,089,000	\$0	\$0	\$0	\$5,089,000	\$1,272,250
TOTAL	\$32,798,638	\$40,471,943	\$31,478,025	\$32,853,396	\$137,602,002	\$34,400,500

Source(s): DTA

The MIC is committed to being a responsive and participatory agency for regional decision-making. Local jurisdictions, project stakeholders and members of the public are given several opportunities to provide input at key phases of the TIP’s development, in accordance with the MIC’s Public Involvement Plan. The step-by-step process, including approvals by the MIC Policy Board and the Transportation Advisory Committee, is posted on the MIC website (www.dsmic.orgduluth2029).

The MIC evaluates its public involvement process as the first step in developing the new TIP for the upcoming four-year period. From year to year, some of the outreach activities may be more proactive or more targeted than in other years, based on the scope, location, and/or potential impact of projects. However, the core objectives remain the same: transparency, public awareness, and access to the planning process for all who are interested.

Duluth Area TIP Public Participation Summary

The MIC public engagement strategy included the actions that were taken, below:

Figure 7: Public Engagement Strategy and Implementation

TIP Public Engagement Strategy: Identified Strategy Actions and Dates	Implementation Status
<p>1. Commencement of TIP cycle</p> <p>November 2024</p> <p>a) Review and update STBGP project application, review and update TIP engagement strategy, and hold joint pre-application meeting with eligible jurisdictions.</p>	<p>1. Completed.</p>
<p>2. Project Solicitation and Selection</p> <p>December 2024</p> <p>a) Distribute STBGP applications to eligible jurisdictions. Announce start of project selection process at December TAC and MIC and DTA meetings; explain application materials/ process/timeline.</p>	
<p>January 2025</p> <p>a) Publish project applications on the MIC website.</p> <p>b) MIC staff review of project applications and follow up with sponsoring jurisdiction as needed.</p>	<p>2. Completed</p>
<p>b) Develop project descriptions (written and visual)</p>	

for presentation to MIC Board.

February 2025

- a) MIC staff assessment of project applications (Goals, Objectives, and Performance Measures) for presentation to TAC and MIC.
- b) Present details of proposed 2029 STBGP-funded projects to TAC and MIC for approval to include in Draft TIP.

March 2025

- a) Present details of project proposed to receive 2027 CRP funding to TAC and MIC for approval (and inclusion in Draft TIP).

April 2025

- a) Present an overview to the TAC and MIC Board of the 2026-2029 Duluth Area TIP project list, with focus on new projects added (for all funding sources including STBGP, CRP, and TA), projects removed, and significant changes made to existing projects for each year of the TIP.

3. Development of Preliminary Draft**May 2025**

- a) Update all sections of Preliminary Draft TIP document. (Does not include updated maps of project locations and community impacts).

June 2025

- a) Distribute Preliminary Draft TIP to MnDOT and MIC Technical Advisory Committee (TAC) for review and comment at the June TAC and MIC meetings.
- b) Present Preliminary Draft TIP at June TAC and MIC meetings for review and comment. Request release of (final) Draft TIP for 30-day public comment period (eff. July 14-Aug 13).
- c) Incorporate all comments received for the Preliminary Draft TIP, as well as updated project lists and maps of project locations and community impacts, into the Draft TIP document for public release.

4. Draft TIP / Public Comment Period**July - August 2025**

- a) Post the Draft TIP on MIC website and publish legal notice in Duluth News Tribune, including the web link to the draft document and information about the scheduled public meetings, immediately prior to 30-day public comment period.
- b) On the first day of the public comment period, send an email notification to TAC and MIC members about the start of the public comment period, including a link to the Draft document and information about the public meetings dates, times and locations (or Teams meeting links, if virtual)
- c) Post information on the MIC's Facebook page about the public comment period, including a link to the Draft document and information about the public meetings dates, times and locations (or Teams meeting links, if virtual).
- c) Hold at least one public meeting during the public comment period to review the Draft TIP and take public comments.
- d) Hold formal consultation with state and federal oversight agencies during the public comment period to review the Draft TIP and take comments.

5. Final TIP**September 2025**

- a) Incorporate all comments received during the public comment period into final TIP document as appropriate. In the public engagement chapter, document the comments received as well as MIC responses to them (i.e., if and where those changes were incorporated into the final document). In the Appendix, include a copy of the legal notice and date it was posted, as well as the text of the Board Resolution.
- b) Post final TIP on MIC website prior to distribution to TAC and MIC, and add a project update

noting date of “Opportunity for Public Comment”

- b) Distribute final TIP to TAC and MIC members for their review at least one week prior to September meetings.
- c) Present final TIP for approval/adoption at September TAC and MIC meetings; highlight the projects that are new to this TIP (all funding sources), and report public comments received.
- d) Add signatures to the Board Resolution. Email a copy of the final TIP and the Board Resolution to MnDOT MPO liaison to distribute to FTA and FHWA for final approvals and inclusion in STIP.

Public Comments Received

The MIC has set three 1-hour virtual public input sessions – One the morning of Thursday, July 24, one the afternoon of Thursday, July 24, and on at noon on Tuesday, July 29. Each session will include a short presentation by MIC staff followed by time for listening and discussion.

The 30-day public comment period and three 1-hour virtual public input sessions were noticed in:

- The Summer ARDC Newsletter
-

TO BE UPDATED AFTER OUR PUBLIC COMMENT PERIOD AND OPEN HOUSES

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

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

Formal Consultation

TO BE UPDATED AFTER CONSULTATION

On DATE, the MIC conducted a consultation on the Draft TIP with representatives from MnDOT, FHWA, and FTA. Comments received included...The input from this session and MIC responses are noted on page.

The MIC has the responsibility of monitoring and documenting the progress of projects listed in the TIP each year.

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

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

Specifically, the MIC notes changes in priorities from prior years, as well as list the major projects from the previous TIP that have been either implemented or significantly delayed.

The status of the projects programmed in the previous years’ TIP have been updated with this TIP. Projects programmed for FY2025, however, are presently being constructed and are dropping out of this updated TIP. [Table 6 on the following page provides a status report on those projects.](#)

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

Table 6: FY 2025 Projects Status Report - TO BE UPDATED AT END OF TIP DEVELOPMENT PERIOD

Common Acronyms

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

**INSERT NEWS PAPER LEGAL NOTICE OF PUBLIC COMMENT
PERIOD AND DATE POSTED**

INSERT RESOLUTION