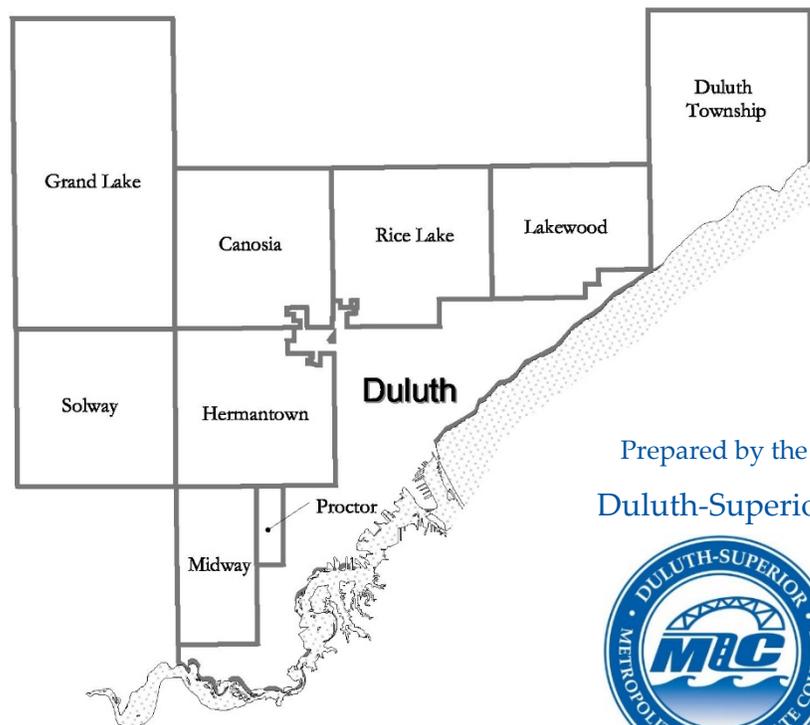


2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM for the Duluth, MN Metropolitan Planning Area



Prepared by the
Duluth-Superior



Metropolitan Interstate Council

Adopted by MIC Policy Board: 9/17/2025

Approval by FHWA/FTA: 10/30/2025

Administratively Modified 12/2/2025 (pp. 100-101)

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

Adopted by MIC Policy Board September 17, 2025

Approved by FHWA & FTA October 30, 2025

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



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



Arrowhead Regional Development Commission
and the Northwest Regional Planning Commission



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To view this TIP online:

www.dsmic.org/duluth2029/

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

Acknowledgements

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Non-Discrimination

The Duluth-Superior Metropolitan Interstate Council (MIC) operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes he or she has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the MIC.

For more information on the MIC's Title VI program and the procedures to file a complaint, contact MIC Director Ron Chicka at rchicka@ardc.org, by phone at (218) 529-7506, by mail, or by visiting in person at the MIC office (address above). Complaint instructions and forms can also be found in the Title VI Non-Discrimination Program and Limited-English Proficiency Plan online at dsmic.org/titlevi-policy. If you would like a hard copy of the complaint instructions and/or forms mailed or emailed to you, or if Title VI information is needed in another language or another format, please contact the MIC office.

RESOLUTION 25-13
OF THE
DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL (MIC)

*Adopting the FY 2026-2029 Transportation Improvement Program
for the Duluth, Minnesota Metropolitan Planning Area
and*

*Certifying that the MIC's metropolitan transportation planning process is being conducted in
accordance with all applicable federal laws and requirements*

WHEREAS, in accordance with Title 23 U.S.C. § 134 and Title 49 U.S.C. § 5303, the Duluth-Superior Metropolitan Interstate Council (MIC) was created by the Arrowhead Regional Development Commission (ARDC) and the Northwest Regional Planning Commission (NWRPC) and is designated by the Governors of Minnesota and Wisconsin as the Metropolitan Planning Organization (MPO) responsible for transportation planning in the Duluth-Superior Metropolitan Planning Area; and

WHEREAS, the MIC has implemented a continuing, cooperative, and comprehensive (3C) performance-based multimodal transportation planning process, resulting in the development of a Unified Planning Work Program (UPWP), a long-range Metropolitan Transportation Plan (MTP), and fiscally constrained Transportation Improvement Programs (TIPs) for the Duluth and Superior portions of the MIC's Metropolitan Planning Area; and

WHEREAS, the MIC annually develops a Duluth Area TIP in cooperation with local governments, transit operators, the Minnesota Department of Transportation (MnDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and other stakeholders, including the public and special interest groups; and

WHEREAS, regionally significant projects and those utilizing federal funding under Title 23 U.S.C. and Title 49 U.S.C. within the Duluth section of the MIC's Metropolitan Planning Area must be included in a TIP adopted by the MIC Policy Board; and

WHEREAS, projects programmed in the FY 2026-2029 Duluth Area TIP advance the goals and objectives of the MIC's long-range Metropolitan Transportation Plan, *Sustainable Choices 2050*, and is fiscally constrained in accordance with federal guidelines; and

WHEREAS, the MIC conducted a 30-day public comment period on the draft TIP, and all comments received have been documented and addressed in the final TIP;

NOW, THEREFORE, BE IT RESOLVED, that the Duluth-Superior Metropolitan Interstate Council Policy Board hereby adopts the 2026-2029 Transportation Improvement Program for the Duluth Metropolitan Planning Area.

BE IT FURTHER RESOLVED, that in accordance with 23 CFR § 450.336(a), the Duluth-Superior Metropolitan Interstate Council (MIC) hereby certifies that the metropolitan transportation planning process is being conducted in accordance with all applicable federal requirements, including but not limited to:

- (1) 23 U.S.C. § 134, 49 U.S.C. § 5303, and the implementing regulations in 23 CFR Part 450, Subpart C (*Metropolitan Transportation Planning and Programming*);
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act (42 U.S.C. §§ 7504, 7506(c) and (d)) and 40 CFR Part 93;
- (3) Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d-1) and 49 CFR Part 21 (*prohibiting discrimination on the basis of race, color or national origin*);
- (4) 49 U.S.C. 5332, (*prohibiting discrimination in employment and business opportunity in federally funded transit programs*);
- (5) Section 1101(b) of the FAST Act, as reaffirmed in the BIL/IIJA, and 49 CFR Part 26 (*Disadvantaged Business Enterprises*);
- (6) 23 CFR part 230 (*Equal Employment Opportunity in highway construction*);
- (7) The Americans with Disabilities Act (42 U.S.C. § 12101 et seq.) and 49 CFR Parts 27, 37, and 38 (*prohibiting discrimination and requiring accessibility in transportation services and facilities for individuals with disabilities*);
- (8) The Older Americans Act (42 U.S.C. § 6101) (*prohibiting discrimination on the basis of age*);
- (9) 23 U.S.C. § 324 (*prohibiting discrimination on the basis of gender*); and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 (*prohibiting discrimination against individuals with disabilities*).

ATTEST:



Wayne Boucher, Minnesota Co-Chair



Nick Baker, Wisconsin Co-Chair



Ron Chicka, MIC Director

September 17, 2025
Date

DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL
Member, Staff and Advisory Committee Listing

September 2025

MIC Policy Board	Transportation Advisory Committee
Broc Allen – Douglas Co. Suburban Townships	Chris Belden – Duluth Transit Authority
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
Tylor Elm – Superior City Council	Kate Ferguson – Duluth Seaway Port Authority
Annie Harala – St. Louis County Board	Derek Frederickson – MnDOT Engineer
Mark Johnson – Superior City Council	Jim Foldesi – St. Louis County
Yauhen Karatai – Citizen Representative	James Gittemeier – City of Duluth Planning
Janet Kennedy – Duluth City Council	Jason Jackman – Douglas County Engineering
Rosemary Lear – Douglas County Board	Todd Janigo – City of Superior
Nick Ledin – Superior City Council	Chris Lee – City of Duluth Planner
John Lohse – Douglas County Board	Cari Pedersen – City of Duluth Engineering
Adam McGill – Duluth Transit Authority Board	Jess Rich – City of Proctor
Bob Quade – Rice Lake City Council	Mae Sommerfeld – WisDOT
Randy Skowlund – Douglas County Board	Cindy Voigt – City of Duluth
Tara Swenson – Duluth City Council	Maren Webb – MnDOT District 1 Planning
Jenny Van Sickle – Superior Citizen Representative	Tom Werner – Duluth Airport Authority
Chad Ward – City of Proctor	Skip Williams – Bike/Pedestrian Representative
Scott Welsh – St. Louis County Suburban Townships	Vacant – Mobility challenged representative
MIC Staff	
Ron Chicka – Director	
Sheldon Johnson – Deputy Director	
Tari Aanonsen – Administrative Staff	
Eli Norlander –Planner	
Ricky Sarran – GIS Specialist	
Rondi Watson – Senior Planner/Communications Specialist	
Mike Wenholz – Principal Planner	

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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 (MIC), as the designated Metropolitan Planning Organization (MPO) for the Duluth-Superior Metropolitan Planning Area conducts a planning process that is continuing, cooperative, comprehensive, performance-based, and multimodal. The MIC works to address the major transportation challenges of the Duluth-Superior Metropolitan Planning Area by planning for safe, efficient, and reliable transportation systems that reflect community needs and long-term vision.

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 Duluth-Superior area's federal and state designated 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 from throughout the MPO area including local and elected officials, a representative from the Duluth Transit Authority Board, and two citizen members who are appointed by their local units of government.

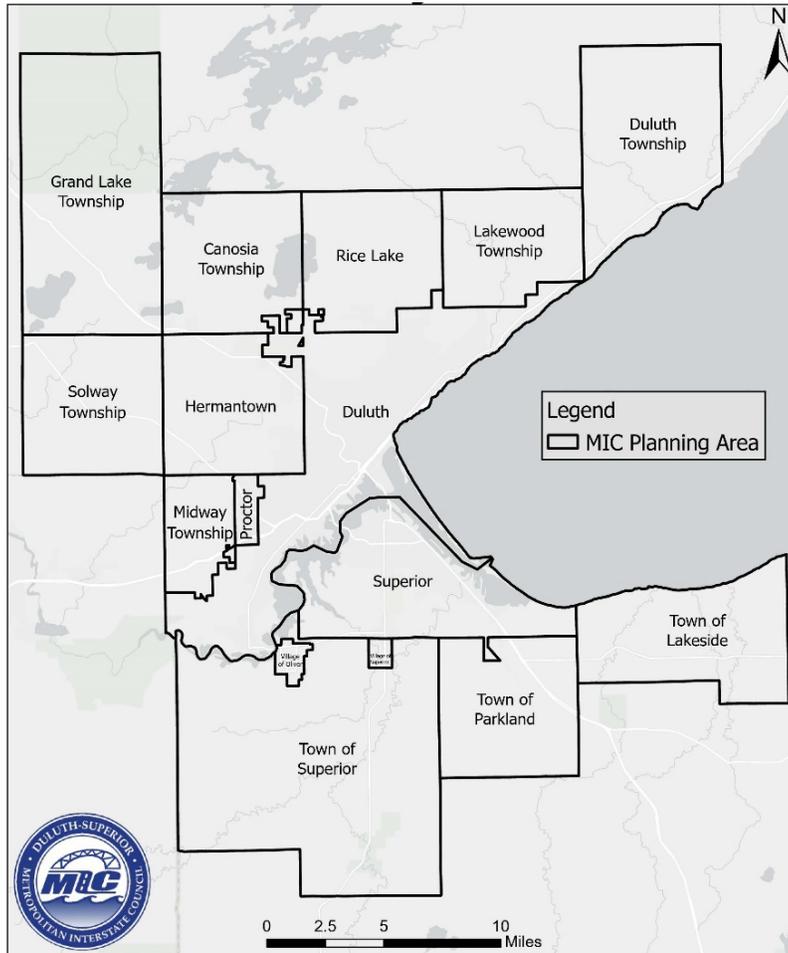
Planning Process

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

- Maintaining a certified "3-C" transportation planning process: continuing, cooperative, and comprehensive.
- Coordinating 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 process used to select projects for inclusion in the Duluth Area Transportation Improvement Program (TIP) must be consistent with the federally required metropolitan transportation planning process, which includes considering projects, strategies, and services that will address the ten planning factors outlined in 23 CFR § 450.306(b). These planning factors, reaffirmed under the current federal transportation law – the Infrastructure Investment and Jobs Act (IIJA) – guide the development of transportation

plans and programs:

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 Transportation Improvement Program (TIP) is an annually prepared document that contains all highway, transit, and other transportation projects within the MIC's Metropolitan Planning Area that are programmed to receive federal funding for the current four-year cycle.

Introduction to the TIP Project Listings

Each year, implementing agencies submit proposed transportation projects to the MIC for inclusion in the TIP. The TIP serves as a comprehensive, fiscally constrained listing of federally funded multimodal transportation improvements planned for the short term—defined as the next four years (in this case, FY 2026–2029). Each project entry includes key details such as estimated cost, funding sources, and anticipated schedule. Projects listed in the TIP represent a formal commitment by the implementing agencies to commit and pursue funding and to advance those projects through development and implementation.

There is a direct and required connection between the region's long-range Metropolitan

Transportation Plan (MTP) and the TIP. In accordance with 23 CFR § 450.326(a) and (i), all projects programmed in the TIP must reflect the investment priorities established in, and be consistent with, the MIC's currently adopted MTP, *Sustainable Choices 2050*. As such, each TIP project contributes to advancing the MTP's vision by supporting its goals, objectives, and recommendations. The TIP is therefore one of the primary tools for implementing the region's long-range transportation strategy.

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, bridge, tunnel, 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 Metropolitan 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

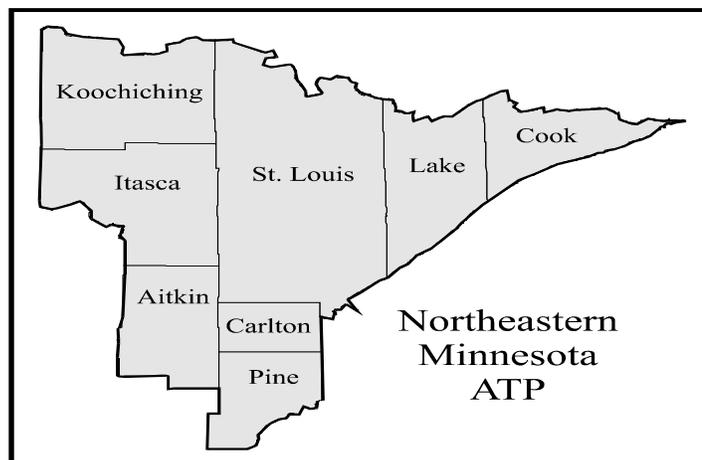
The State of Minnesota uses a mechanism called the Area Transportation Partnership (ATP) for distributing federal transportation funds throughout the state. The Duluth Metropolitan Area is served by the NE MN ATP, which is made up of transportation professionals and representatives from an eight-county 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, 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.

An additional funding source, the Carbon Reduction Program (CRP), was created with the IIJA legislation and is described below. These funds are part of a larger program under the Bipartisan Infrastructure Law (BIL), which also established 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 IJJA 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 IIA 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. These approved projects are also forwarded to the NE MN ATP for inclusion in the ATIP.

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 Projects

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

See Appendix for a listing of abbreviations with full explanations.

Table 1: FY2026 Projects (continued)

118-156-012CRP	Duluth	Campus Connector Trail	0.4	BIKE/PED	**CRP**: IN DULUTH RECONSTRUCT MSAS 155 (COLLEGE ST.) AND CONSTRUCT CAMPUS CONNECTOR SEGMENT 4 FROM MSAS 154 (19TH AVE. E.) TO MSAS 157 (WOODLAND AVE.) AND CONSTRUCT TISCHER CREEK PEDESTRIAN BRIDGE, NEW BR#R0950. AND E. ST MARIE ST(MSAS 156) FROM CARVER AVE TO VERMILLION RD. CONSTRUCT CAMPUS CONNECTOR SEGMENT 5. (ASSOC 118-155-009CRP, 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.) AND CONSTRUCT CAMPUS CONNECTOR SEGMENT 4 FROM MSAS 154 (19TH AVE. E.) TO MSAS 157 (WOODLAND AVE.) AND CONSTRUCT TISCHER CREEK PEDESTRIAN BRIDGE, NEW BR#R0950. AND E. ST MARIE ST(MSAS 156) FROM CARVER AVE TO VERMILLION RD. CONSTRUCT CAMPUS CONNECTOR SEGMENT 5. (ASSOC 118-156-012CRP, 118-155-009CRP)	STBGP TAP	\$824,091	\$-	\$-	\$-	\$4,094,755	\$4,918,846	\$4,918,846
118-155-009CRP	Duluth	Campus Connector Trail	0.4	BIKE/PED	**CRP**: IN DULUTH RECONSTRUCT MSAS 155 (COLLEGE ST.) AND CONSTRUCT CAMPUS CONNECTOR SEGMENT 4 FROM MSAS 154 (19TH AVE. E.) TO MSAS 157 (WOODLAND AVE.) AND CONSTRUCT TISCHER CREEK PEDESTRIAN BRIDGE, NEW BR#R0950. AND E. ST MARIE ST(MSAS 156) FROM CARVER AVE TO VERMILLION RD. CONSTRUCT CAMPUS CONNECTOR SEGMENT 5. (ASSOC 118-156-012CRP, 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(ASSOC6925-145, 6982-357, 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(ASSOC6925-145, 6982-357, 118-193-003, 118-166-004)	STBGP	\$360,000	\$-	\$-	\$-	\$90,000	\$450,000	\$450,000
118-193-003	Duluth	MSAS 193	0.0	PAVEMENT RESURFACE AND REHABILITATION, TRAFFIC CONTROL DEVICES/SAFETY	IN DULUTH MSAS193(LONDON RD.) INTERSECTION IMPROVEMENTS (ASSOC 6925-145, 6982-357, 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#L6116.	RAISE	\$11,200,000	\$-	\$-	\$10,562,738	\$1,500,000	\$23,262,738	\$23,262,738
Total							\$38,873,251	\$-	\$-	\$18,247,268	\$13,373,565	\$70,494,084	\$70,494,084
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

See Appendix for a listing of abbreviations with full explanations.

Table 2: FY2027 Projects

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

See Appendix for a listing of abbreviations with full explanations.

Table 3: FY2028 Projects

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 I 535	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

See Appendix for a listing of abbreviations with full explanations.

Table 4: FY2029 Projects

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 AND TRAIL CONSTRUCTION, 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

See Appendix for a listing of abbreviations with full explanations.

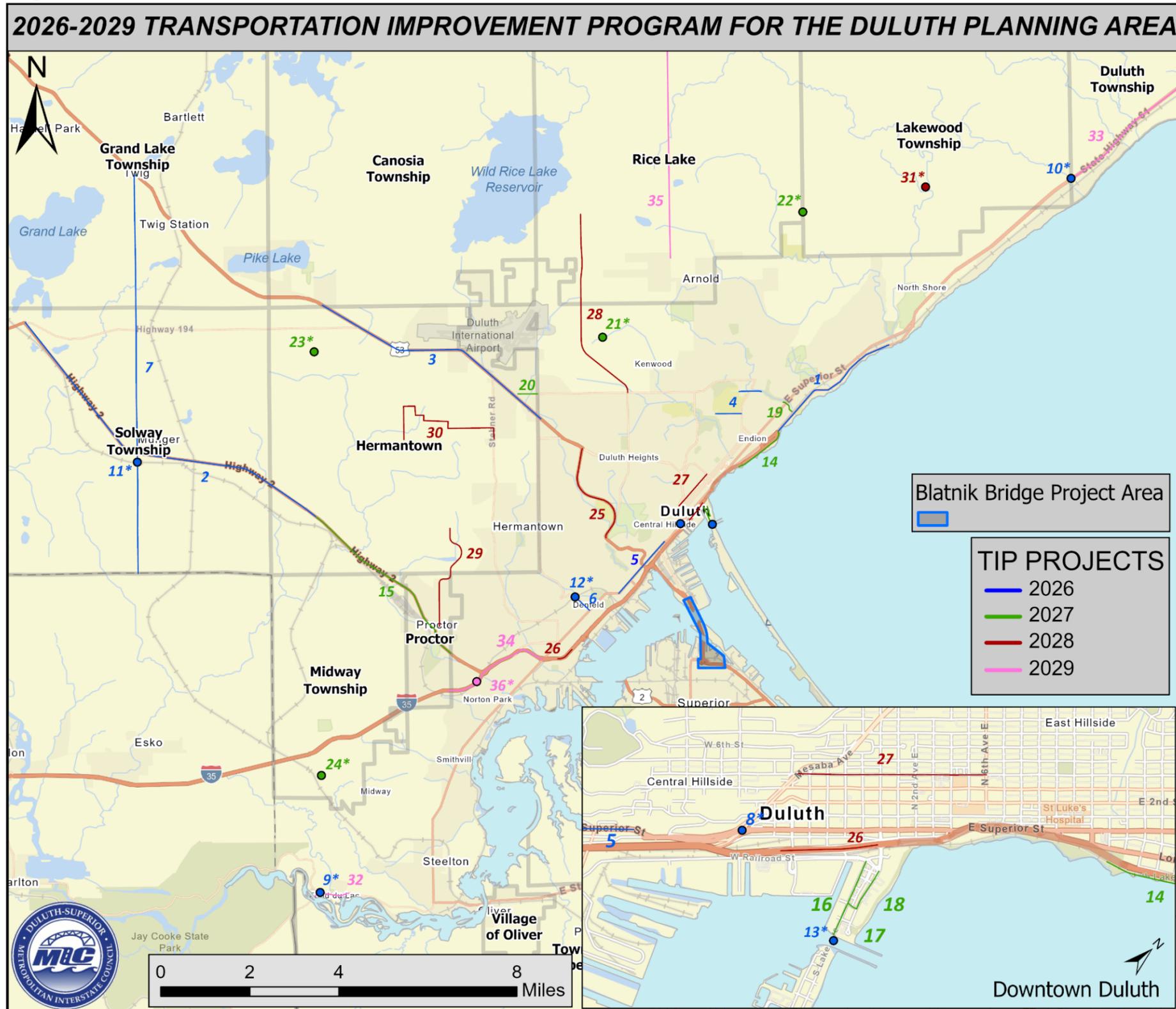
Table 5: FY2026-FY2029 DTA TIP Project List (Transit Projects)

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	

See Appendix for a listing of abbreviations with full explanations.

Map 3: Locations 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. 4th St - Grade/Surface Mesaba Ave to 6th Ave E
28. Rice Lake Rd – Reconstruction
29. Lavaque Rd – Resurface 5th St to Morris Thomas
30. Munger Trail Spur - Lavaque to Ugstad Rd
- 31*. Strand Rd - Bridge Replace over Lester River

2029 TIP Projects

32. MN 23 - Resurfacing and Bridge Replacement West 210 to East 210
33. MN 61- Resurface Knife River to Homestead Rd
34. Thompson Hill - Boundary Ave to N. End Bridge
35. Howard Gnesen Rd - Martin Rd to Normana Rd Resurface/Reclaim
- 36*. Skyline Pkwy - Stonewall Reconstruct

Not all projects are listed. Please review the project list for full descriptions and list of projects.
* Projects displayed as a point.

Performance-Based Planning and Programming

Performance Measures

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.

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- Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
- Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.
- **Safety**
 - Number of fatalities
 - 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,

Performance-Based Planning and Programming

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.

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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	Prior Baseline (2018-2022 Average)	Current Baseline (2019-2023 Average)	2025 Target
Fatalities	414.2	420.8	352.4
Fatality Rate (per 100 million VMT)	0.725	0.742	0.582
Serious Injuries	1,676.2	1745.6	1463.4
Serious Injury Rate (per 100 million VMT)	2.930	3.075	2.470
Non-motorist Fatalities & Serious Injuries	282.4	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

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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-Based Planning and Programming

The following list details 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 a 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 work

Performance-Based Planning and Programming

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 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

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.

Performance-Based Planning and Programming

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. The massive Blatnik Bridge project will improve pavement and bridge conditions on the national Interstate system. 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. 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. 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

Performance-Based Planning and Programming

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

Community Impact Assessment

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.

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.”*

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

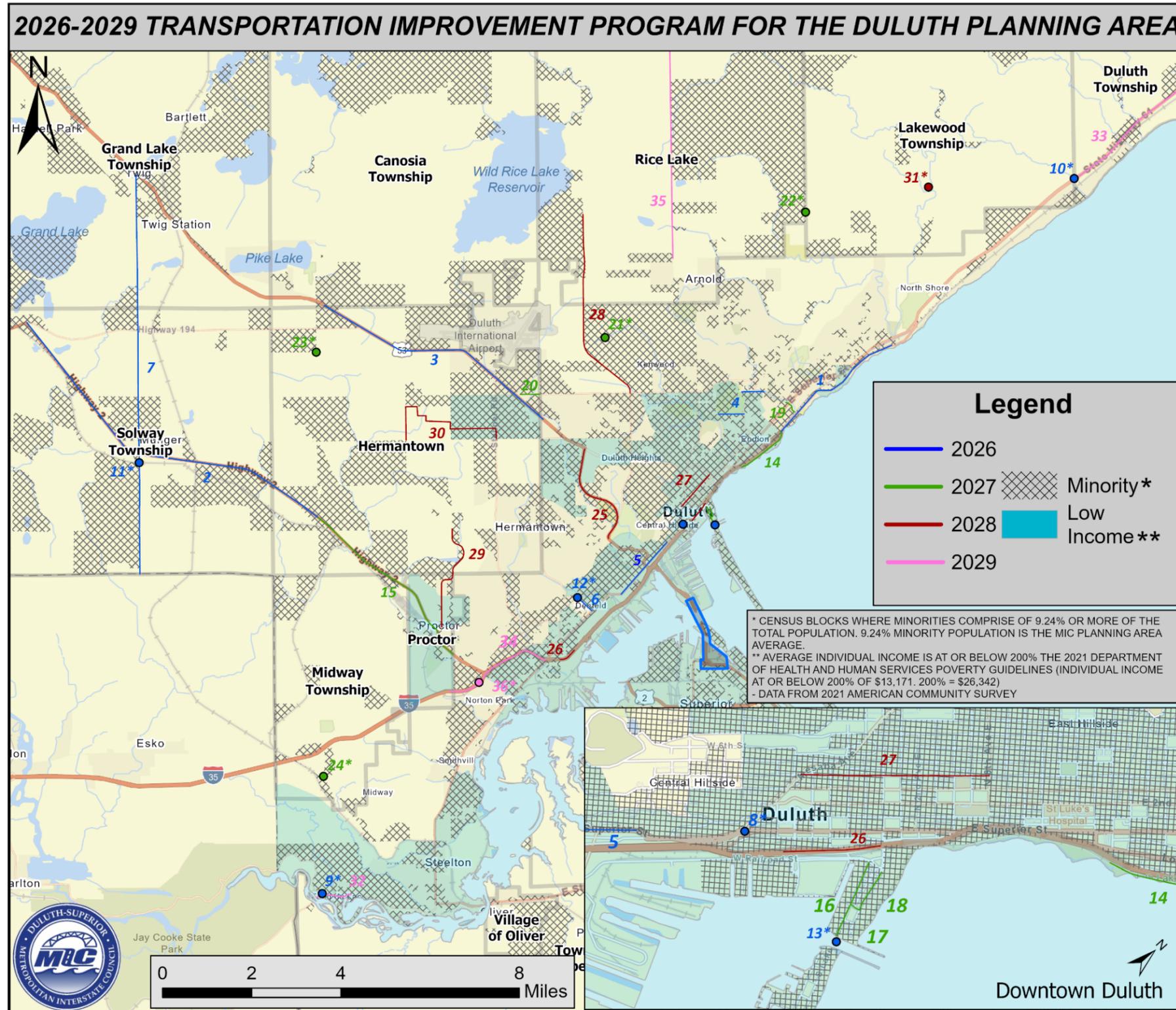
- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on the basis of race, color, national origin, or low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits on the basis of race, color, national origin, or low-income populations.

Therefore, a Community Impact Assessment is a public policy goal of ensuring that discriminatory impacts resulting from government activities do not fall disproportionately on populations on the basis of race, color, national origin, or low-income.

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.

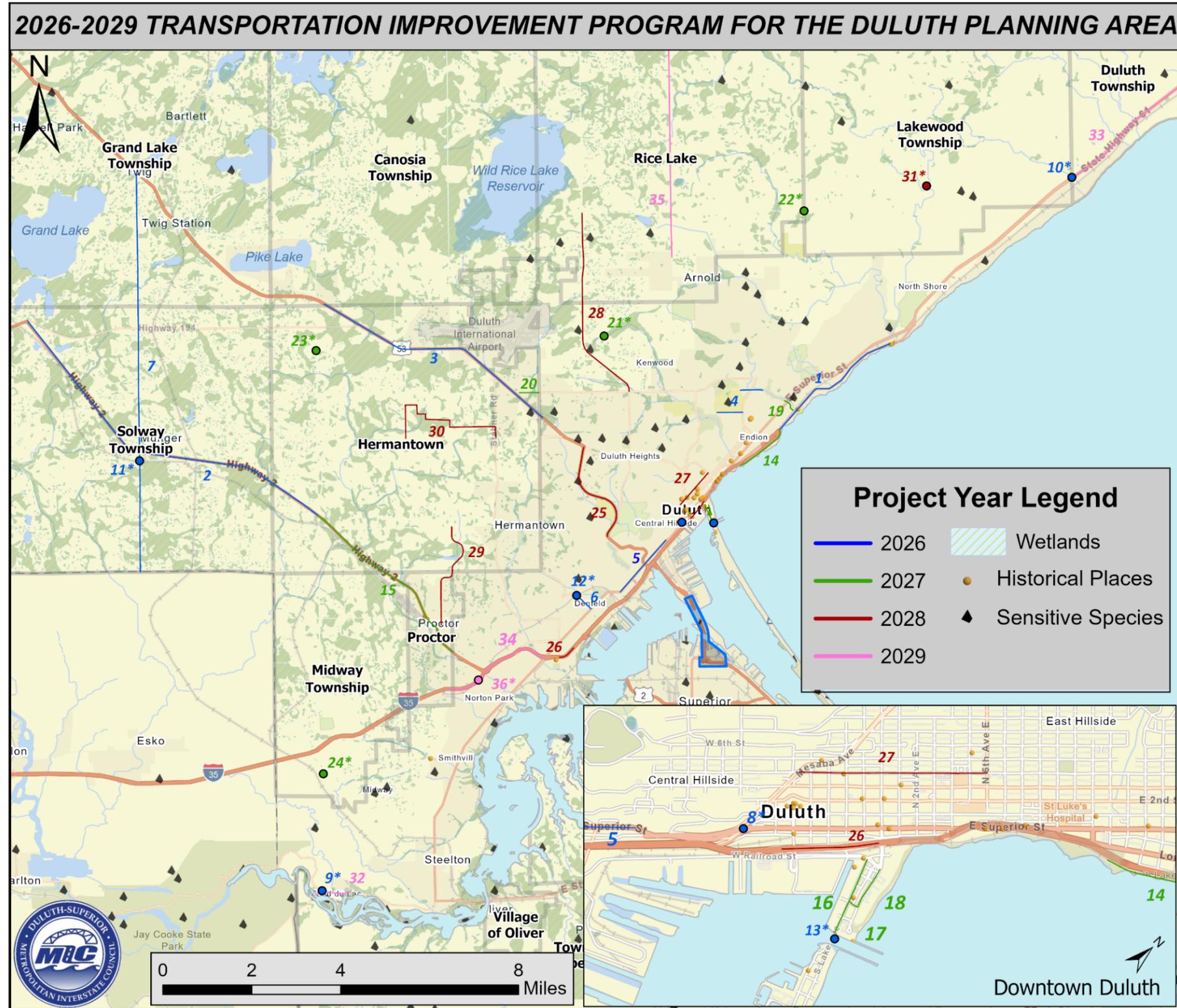
Map 4 identifies the high-concentration areas of minority and low-income populations in the Duluth area and shows their location relative to the projects that are listed in this TIP. Map 5 identifies wetlands, historic places, and sensitive species relative to the projects listed in this TIP because of these assets' importance for quality of life and community cohesion.

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. 4th St - Grade/Surface Mesaba Ave to 6th Ave E
 28. Rice Lake Rd – Reconstruction
 29. Lavaque Rd – Resurface 5th St to Morris Thomas
 30. Munger Trail Spur - Lavaque to Ugstad Rd
 - 31*. Strand Rd - Bridge Replace over Lester River
- #### 2029 TIP Projects
32. MN 23 - Resurfacing and Bridge Replacement West 210 to East 210
 33. MN 61- Resurface Knife River to Homestead Rd
 34. Thompson Hill - Boundary Ave to N. End Bridge
 35. Howard Gnesen Rd - Martin Rd to Normana Rd Resurface/Reclaim
 - 36*. Skyline Pkwy - Stonewall Reconstruct
- Not all projects are listed. Please review the project list for full descriptions and 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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 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
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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. 4th St - Grade/Surface Mesaba Ave to 6th Ave E
 28. Rice Lake Rd – Reconstruction
 29. Lavaque Rd – Resurface 5th St to Morris Thomas
 30. Munger Trail Spur - Lavaque to Ugstad Rd
 - 31*. Strand Rd - Bridge Replace over Lester River
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32. MN 23 - Resurfacing and Bridge Replacement West 210 to East 210
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 34. Thompson Hill - Boundary Ave to N. End Bridge
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- Not all projects are listed. Please review the project list for full descriptions and list of projects.
* Projects displayed as a point.

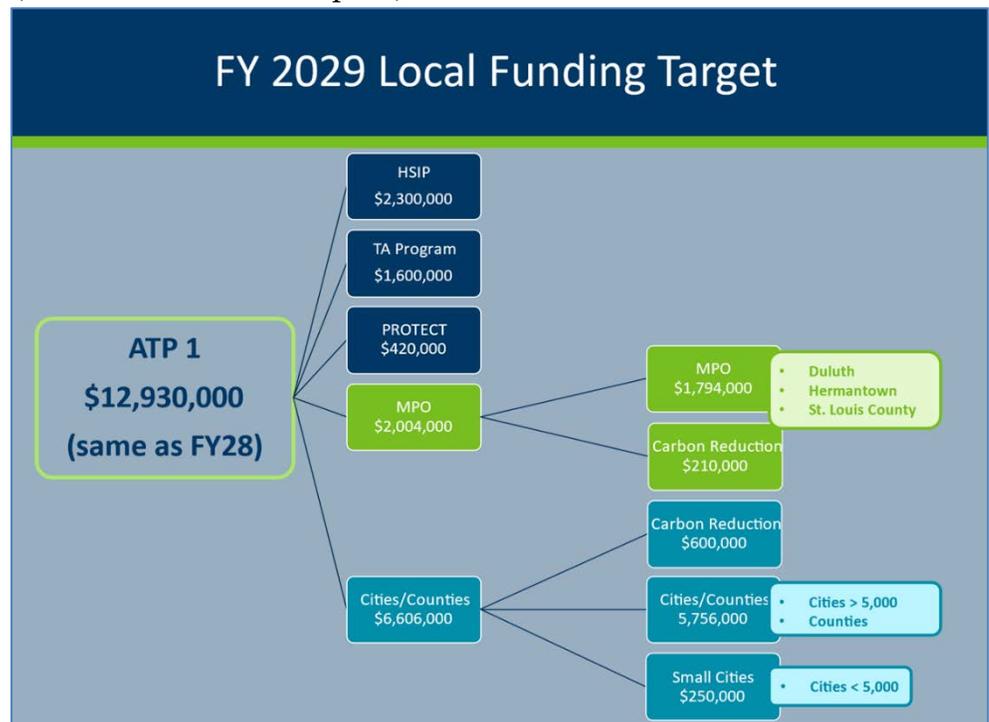
As the federally designated MPO for the Duluth-Superior metropolitan area, the MIC must demonstrate fiscal constraint when programming funding for projects in the TIP.

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 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

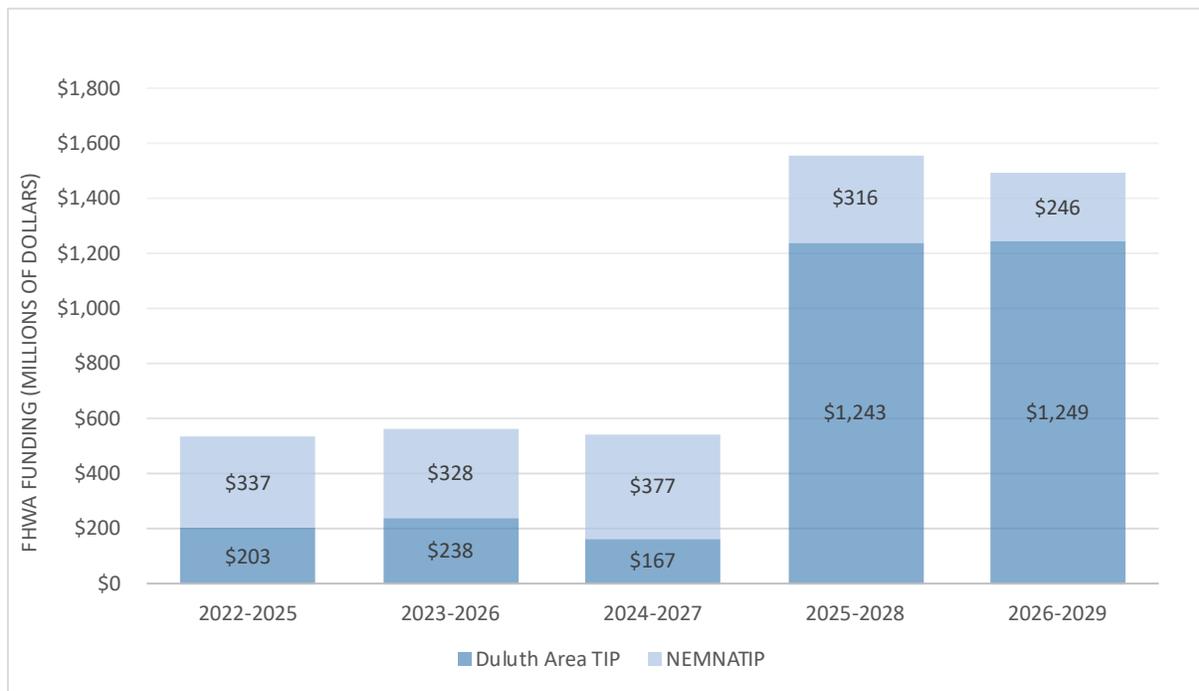


Source: MnDOT – Brian Anderson

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 4 are compared against the TIP project costs in Figure 5 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 Blatnik Bridge 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 IJJA’s National Highway Performance Program (NHPP) and National Highway Freight for the TPI Reconstruction Project. Maintenance and operations costs for the Blatnik Bridge after reconstruction are not expected to increase.

Figure 5: Total Project Cost: Duluth Area TIP

Total Project Costs: 2026-2029 Duluth Area TIP							
Jurisdiction	2026	2027	2028	2029	EXPENSES 2026-2029 TIP (4-year total)	REVENUES	
						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	\$ 257,922	\$ 3,381,088	\$ 4	\$ -
Total	\$1,534,403,218	\$ 40,048,917	\$ 80,687,942	\$ 37,829,922	\$1,692,969,999	\$ 58	\$ 49
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.

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 8: 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>

- c) Develop project descriptions (written and visual) 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 summary 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.

3. Completed

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

4. Completed**5. In Progress**

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.

March 2026

- a) Annual Listing of Obligated Projects is published by the MIC by March 31. These lists show all federally funded FHWA and FTA projects in the Duluth area in FY2025, as well as federal funding remaining and available for subsequent years:

Public Comments Received

The MIC conducted three 1-hour virtual public input sessions. Two were on July 24th, in the morning and in the afternoon and July 29th. Input sessions consisted of a presentation by MIC staff and a discussion/listening session to garner any and all input. These input sessions and the opening of the 30-day public comment period were promoted through a variety of methods including:

- Summer ARDC Newsletter
- Emails to TAC & MIC members
- A poster in the ARDC skywalk
- Website & Facebook posts

In total, three attendees joined the virtual input sessions. One participant was from the general public, one was from MnDOT and one from the MIC Board. The majority of the input received during these sessions were clarification questions about the MIC or the TIP process. A handful of edits to the TIP map were requested so that project list descriptions would match the TIP project list tables. The note at the bottom of this map was edited to

better describe that the map is intended for reference but is not exhaustive or meant to include complete project descriptions.

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

During the 30-day public comment period, the MIC received 23 comments submitted via email. All these comments are available with the MIC's response in the Appendices.

Of all the comments received, the majority are identical or very similar to other submissions. They mention the same projects across FY2026, FY2027, and FY2028. A generalized comment for each of these submissions by project and year is shown below with the MIC's response beneath it:

2026

1. Project ID 6925-145 (London Rd)

"The 2026 MnDOT project 6925-145 (London Road) does not follow the MIC area bicycle plan at the 26th Street Roundabout, and so it should be removed from the TIP until revisions are made for it to be compliant."

- MIC Response: The bike plan that was in effect during project scoping and the majority of project development did not indicate a bike facility through the 26th Ave E intersection with London Rd. The previous bike plan was also in effect when MnDOT received municipal consent from the Duluth City Council in 2023. Additionally, as stated in the first chapter of the plan, the Duluth-Superior Metropolitan Bicycle Transportation Plan provides guidance and visioning. The MIC cannot require the plan to be followed or require jurisdiction's projects to be compliant with it. Comment has been shared with MnDOT.

2. Project ID 118-193-003 (London Rd)

"The City of Duluth project 118-193-003 (London Road from 21st Ave E to 26th Ave E) should include protected bike lanes and complete the north side sidewalk by 21st Ave E."

- MIC Response: This project recommendation has been shared with the City of Duluth. Additionally, to clarify, the City of Duluth's portion of the London Rd project (Project ID 118-193-003) extends from 26th Ave E to 60th Ave E. These federally funded project activities from the City of Duluth will occur at intersections along the MnDOT London Rd project because of the city's ownership of the cross

streets. There is a locally funded City of Duluth project with plans to reconfigure London Rd from 21st Ave E to 26th Ave E. This project is actually separate and not included in the TIP because it does not include federal funding.

2027

3. Project ID 6925-145AC (London Rd AC Payback)

“The 2027 MNDOT project 6925-145AC (London Road) does not follow the MIC area bicycle plan at the 26th Street Roundabout, and so it should be removed from the TIP until revisions are made for it to be compliant.”

- MIC Response: To clarify, this is an Advanced Construction (AC) Payback TIP item. This means construction activities are not associated with Project ID 6925-145AC, only a federal funding reimbursement for the construction occurring with 6925-145. Read more on the [MnDOT website](#).

4. Project IDs 118-140-035, 118-206-001, and 118-207-001

“The 2027 City of Duluth projects 118-140-035 (Lake Avenue), 118-206-001 (Buchanan Street), 118-207-001 (Canal Park Drive), need to include pedestrian, bicycle, and transit dedicated spaces and improvements. We can’t leave Canal Park the way it is. We need to make hard decisions and think outside the box on how Canal Park can change for the better by providing viable alternative transportation options. Please add the following words to the description: Raised Crosswalks, Bus Lanes, Urban Mini Roundabouts”

- MIC Response: This project recommendation has been shared with the City of Duluth and DTA. Project descriptions are determined by the jurisdiction that owns the project. The MIC cannot make edits to project descriptions unless a change is requested by the jurisdiction.

2028

5. Project ID 118-132-001

“The 2028 City of Duluth project 118-132-001 (4th Street) should include the words “Protected Bike Lanes and traffic calming” in the project description.”

- MIC Response: This project recommendation has been shared with the City of Duluth. Project descriptions are determined by the jurisdiction that owns the project. The MIC cannot make edits to project descriptions unless a change is requested by the jurisdiction.

6. Project ID 069-604-086

“The 2028 St Louis County project 069-604-086 (Rice Lake Road) should include raised crosswalks in the project description.”

- MIC Response: This project recommendation has been shared with St. Louis County. Project descriptions are determined by the jurisdiction that owns the project. The MIC cannot make edits to project descriptions unless a change is requested by the jurisdiction.

A handful of additional comments were submitted without or in addition to the language that was identical to the 21 submissions. These design recommendations and notes were shared with MnDOT, City of Duluth, St. Louis County, and DTA for consideration. These comments are summarized below.

- Multimodal access, especially for pedestrians and bicyclists regionwide, is frequently mentioned as a priority, particularly among the mobility challenged community and all vulnerable users.
- One commenter from The Starry Skies North organization provided a list of dark sky friendly transportation design recommendations. These recommendations, they say, will help the region save energy and cost.
- One commenter mentioned the importance of snow removal from trails and sidewalks. They describe the challenges of community members with limitations on modes of travel available to them. Access to trails and transit are described as priorities for this commenter and others with mobility challenges.

Lastly, one member of the public added that they felt, in regard to the FY2029 projects *“There is not enough information to comment on this year at this time. I will comment in the coming years when more information and projects are available.”*

This comment touches on an effort by the MIC to provide the public with more approachable information about projects, particularly those programmed for 4 years into the future. Comments on projects 4 years in the future have a greater potential to shape these projects most as jurisdictions move through scoping and developing the project. The MIC provides this response:

“Going forward, the MIC is looking to work with municipal partners to provide more plain-language project descriptions (separate from the official technical descriptions that are included in the TIP

project list) so that projects will be more approachable for the public, even in early development stages. Through the advisory committees, the MIC hopes to provide opportunities to learn about projects in early-development stages from jurisdictions and provide comments throughout the scoping and project refinement process.”

Formal Consultation

On August 19th, 2025, the MIC conducted the annual Formal Consultation on the Draft TIP with representatives from MnDOT District 1 and Central Office and DTA. Representatives from FHWA and FTA are also invited to participate in this consultation each year.

Comments received primarily discussed the overall TIP process. The input from this session will inform changes that the MIC will make to the TIP process. A summary list of these changes is provided below:

- MIC will send MnDOT a Word Doc file for its reviews rather than screenshots, so that items are clear when zooming in.
- MIC will be developing a standard administrative modification and amendment application. Additionally, MIC will be working on a tool for helping MnDOT & MIC with review of new projects at the beginning of the year.
- A representative from the MnDOT Office of Transit will be included in future Formal Consultation meetings.
- MnDOT suggests encouraging local Jurisdictions to communicate project changes first with state aid office and then MIC before MnDOT District 1.
- MnDOT and DTA will inquire into benefits and tradeoffs of Wisconsin’s approach to transit projects. WisDOT only includes transit projects in TIP, not in the STIP because of the frequent project and funding changes.

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 listing the major projects from the previous TIP that have been either implemented or significantly delayed.

The status of the projects programmed in the previous year’s TIP has been updated with this TIP. Some projects programmed for FY2025 are presently being constructed or have finished construction and are dropping out of this updated TIP. The MIC sent jurisdictions* with TIP projects a status report request to confirm the completion or expected completion date of these projects. Additionally, jurisdictions were asked to explain why any FY2025 projects will not be completed in 2025. Jurisdictions were also asked to describe how their projects are helping to advance specific goals in the long-range plan. Table 6 on the following page provides the received status report on those projects and the additional details provided.

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) were achieved in the project.

*Duluth Transit Authority did not receive a Status Report request.

Table 6: FY2025 Projects Status Report

For the construction Finished/Expected Completion column, entries are listed in Month-Year format (Ex. September 2025 is displayed Sep-25).

State Project ID	Agency	Route System	Est. Length (Miles)	Type of Work	Project Description	Current Planned Year	Status	Construction Finished/Expected Completion	Notes	Details
6982-336	MnDOT	I-35	2.50	PAVEMENT RESURFACE AND REHABILITATION, BRRH - BRIDGE REHABILITATION	**ELLE**: I-35 IN DULUTH, 0.09 MI. S LAKE AVENUE TO 0.70 MI. SOUTH OF 21ST AVE E. MAJOR CPR ON NB AND SB, MILL & OVERLAY INTERCHANGE RAMPS 69816E, 69816F, 69816G, 69816H & 69817 (TIED 6982-348)	2025	In progress, will be completed in 2025	Sep-25	Project is on time & budget. Project is Tied to 6982-348. Overlay crew is starting bridge deck paving the week of July 28th project completion: September 2025	This project is contributing towards meeting goal 4 (Moving People and Goods) and goal 5 (Economic Vitality) in the MTP, by maintaining interstate infrastructure. It will also contribute to meeting PM2: Infrastructure and potentially PM3: System Reliability. This project is also identified on the MIC Area Priority Projects List in Sustainable Choices 2050 (Chapter 4).
6982-336BFP	MnDOT	I-35	2.50	PAVEMENT RESURFACE AND REHABILITATION, BRRH - BRIDGE REHABILITATION	**ELLE**BFP**: I-35 IN DULUTH, 0.09 MI. S LAKE AVENUE TO 0.70 MI. SOUTH OF 21ST AVE E. MAJOR CPR ON NB AND SB, MILL & OVERLAY INTERCHANGE RAMPS 69816E, 69816F, 69816G, 69816H & 69817 (TIED 6982-348)	2025	In progress, will be completed in 2025	Sep-25	Project is using Bridge Funding Program funds. Project is on time & budget. Project is Tied to 6982-348. Overlay crew is starting bridge deck paving the week of July 28th project completion: September 2025	This project is contributing towards meeting goal 4 (Moving People and Goods) and goal 5 (Economic Vitality) in the MTP, by maintaining interstate infrastructure. It will also contribute to meeting PM2: Infrastructure and potentially PM3: System Reliability. This project is also identified on the MIC Area Priority Projects List in Sustainable Choices 2050 (Chapter 4).
8801-BLATNIK CA25	MnDOT	I-535	0.00	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	**BLATNIK**: BRIDGE PRELIMINARY ENGINEERING/EXTERNAL CONSULTANTS. - 2025	2025	In design/engineering stage	30-Jun-25	On going preliminary engineering to design Blatnik Bridge. Work is progressing on schedule	This is not the construction project - main project is in the current TIP.
6982-348	MnDOT	I-35	2.70	BRRH - BRIDGE REHABILITATION	**ELLE**: I-35 IN DULUTH 0.02 MI. N OF GARFIELD AVE TO 0.35 MI N. 5TH AVE W. REHAB NB BR#69818N & SB BR#69818S OVER MESABA AVE. MILL & OVERLAY NB OFF RAMPS 69818A & 69870C AND SB ON RAMPS 69870A & 69818B (TIED 6982-336)	2025	In progress, will be completed in 2025	Sep-25	Project is on time & budget. Project is Tied to 6982-336. Overlay crew is starting bridge deck paving the week of July 28th project completion: September 2025	This project is contributing towards meeting goal 4 (Moving People and Goods) and goal 5 (Economic Vitality) in the MTP, by maintaining interstate infrastructure. It will also contribute to meeting PM2: Infrastructure and potentially PM3: System Reliability.
6982-348BFP	MnDOT	I-35	2.70	BRRH - BRIDGE REHABILITATION	**ELLE**BFP**: I-35 IN DULUTH 0.02 MI. N OF GARFIELD AVE TO 0.35 MI N. 5TH AVE W. REHAB NB BR#69818N & SB BR#69818S OVER MESABA AVE. MILL & OVERLAY NB OFF RAMPS 69818A & 69870C AND SB ON RAMPS 69870A & 69818B (TIED 6982-336)	2025	In progress, will be completed in 2025	Sep-25	Project is using Bridge Funding Program funds. Project is on time & budget. Project is Tied to 6982-336. Overlay crew is starting bridge deck paving the week of July 28th project completion: September 2025	This project is contributing towards meeting goal 4 (Moving People and Goods) and goal 5 (Economic Vitality) in the MTP, by maintaining interstate infrastructure. It will also contribute to meeting PM2: Infrastructure and potentially PM3: System Reliability.
6981-28	MnDOT	I-535	0.10	RIGHT OF WAY	**BLATNIK**: I-535 IN DULUTH AT I535 & GARFIELD AVE. KOVICH BUILDING DEMOLITION, PARCEL 6981-901-240, IN ADVANCE OF BLATNIK BRIDGE PROJECT 6981-26	2025	Other, explain	N/A	Project dropped and will be completed with the Blatnik Bridge replacement.	N/A
8821-385	MnDOT	I-35	0.00	ELECTRONIC VEHICLE & CHARGING INFRASTRUCTURE	**NEVI**DISTRICTWIDE INSTALL NEVI CHARGING STATION WITHIN 1 MILE FROM EXIT 256B, 255A, 253B, 252, 249 ON I35 NEAR DULUTH AND PROCTOR	2025	Other, explain	TBD	(Proctor) has been federally obligated and has a fully executed grant agreement with Circle K as of February 2025.	This project will contribute towards meeting goal 3 (Health of People and the Environment) with the potential for increasing use of electric vehicles. It may also contribute to goal 5 (Economic Vitality), "make it easier to travel to tourist destinations and events." Increased access to charging will improve access for visitors using electric vehicles to travel.

Table 6: FY2025 Projects Status Report (continued)

6982-368	MNDOT	I-35	0.1	BRRH - BRIDGE REHABILITATION	I-35 NB IN DULUTH 0.33 MI. SOUTH 27TH AVE W. REPLACE DECK, BEAMS AND REDECK ORE DOCK BRIDGE, BR#69866 DUE TO FIRE DAMAGE.	2025	In progress, will be completed in 2025	Oct-25	Work started week of July 28th 2025 Construction complete October 2025	This project is contributing towards meeting goal 4 (Moving People and Goods) and goal 5 (Economic Vitality) in the MTP, by maintaining interstate infrastructure. It will also contribute to meeting PM2: Infrastructure and potentially PM3: System Reliability.
118-118-005	Duluth	MSAS 118	0.43	PAVEMENT RESURFACE AND REHABILITATION	RAILROAD ST (MSAS 118) IN DULUTH FROM 5TH AVE W TO CANAL PARK DRIVE BITUMINOUS RESURFACING, CURB AND GUTTER, SIDEWALK, ADA UPGRADES, TRAFFIC SIGNAL AND STREET LIGHT REPLACEMENT	2025	In progress, but will not be completed in 2025	Oct-26		BID Fall 2025, with majority work in 2026
118-080-065	Duluth	Garfield Ave	0.27	PAVEMENT RESURFACE AND REHABILITATION	IN DULUTH, GARFIELD AVE CONCRETE PAVEMENT REPAIRS & RECONSTRUCT N 3RD AVE W. FROM W. SUPERIOR ST TO W. MICHIGAN ST. (ASSOC. 118-137-010)	2025	In progress, but will not be completed in 2025	Aug-26		BID Fall 2025, with majority work in 2026
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	2025	In progress, but will not be completed in 2025	2030		BID Fall 2025, 4 year project with work beginning in 2026-2030
118-140-036	Duluth	Lake Ave S (MSAS 140)	0.0	Bridge Rehabilitation	**RAISE**IN DULUTH, DULUTH AERIAL LIFT BRIDGE REHABILITATION, DECK AND SIDEWALK REPLACEMENT, BRIDGE #L6116	2025	In progress, but will not be completed in 2025	2030		BID Fall 2025, work begin in 2026-2027 winter and will take place over 3 Winter seasons, when the shipping season layup.
118-118-005CRP	Duluth	Railroad St (MSAS 118)	1.7	PAVEMENT RESURFACE AND REHABILITATION	**CRP**: RAILROAD STREET (MSAS 118) IN DULUTH FROM 5TH AVE W TO CANAL PARK DRIVE BITUMINOUS RESURFACING, CURB AND GUTTER, SIDEWALK, ADA UPGRADES, TRAFFIC SIGNAL AND STREET LIGHT REPLACEMENT	2025	In progress, but will not be completed in 2025	Oct-26		BID Fall 2025, with majority work in 2026.
069-609-050AC	St. Louis County	CSAH 9	1.44	PAVEMENT RESURFACE AND REHABILITATION	**AC**CRP** ST LOUIS COUNTY: WOODLAND AVE(CSAH9) RESURFACE FROM SNIVELY RD (CSAH 37) TO ANOKA ST. MILL AND OVERLAY, SIDEWALK IMPROVEMENTS, STORM SEWER AND CURB AND GUTTER REPLACEMENT. (AC PROJECT PAYBACK 1 OF 1)	2025	Work is completed	2025		This project helps achieve the Long Range Plan goals of Safety and Security, Livable Communities and Equity, Health of People and the Environment, Moving People and Goods
069-070-079	St. Louis County	Various Locations	0.00	TRAFFIC CONTROL DEVICES/SAFETY	COUNTY WIDE - 6-INCH WET-REFLECTIVE EPOXY EDGELINE IN A GROOVE ON VARIOUS COUNTY ROADS (2025) (ASSOC. 069-070-064 & 069-070-072)	2025	Work is completed	June		Using FHWA proven safety countermeasures to reduce roadway departure crashes with wide edgelines.

Table 7: FY2025 Duluth Transit Authority Projects

State Project ID	Agency	Route System	Est. Length (Miles)	Type of Work	Project Description	Current Planned Year
TRF-0087-25	UDAC	TRANSIT	0	TRANSIT VEHICLE PURCHASE	SECT 5310: UDAC PURCHASE 2 EXPANSION MINI-VANS (CLASS 200)	2025
TRF-0016-25A	DTA	TRANSIT	0.00	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5339: DULUTH TRANSIT AUTHORITY; BUS STOP IMPROVEMENTS	2025
TRF-0016-25B	DTA	TRANSIT	0.00	TRANSIT OPERATIONS	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	2025
TRF-0016-25C	DTA	TRANSIT	0.00	TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	2025
TRF-0016-25F	DTA	TRANSIT	0.00	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECTION 5339: TIRE STORAGE SOLUTION	2025
TRF-0016-25H	DTA	TRANSIT	0.00	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECTION 5339: HEAVY DUTY BUS HOIST REPLACEMENTS	2025
TRF-0016-25I	DTA	TRANSIT	0.00	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5307: DULUTH TRANSIT AUTHORITY; CAPITAL FACILITY IMPROVEMENTS	2025
TRF-0016-25J	DTA	TRANSIT	0.00	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECTION 5339: PURCHASE BUS TUG	2025
TRF-0016-25K	DTA	TRANSIT	0.00	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECTION 5339: PURCHASE REPLACEMENT BUS VACUUM	2025
TRF-0016-25L	DTA	TRANSIT	0.00	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECTION 5339: PURCHASE REPLACEMENT BUS WASH	2025

Resolution of the Bicycle and Pedestrian Advisory Committee of the Duluth-Superior Metropolitan Interstate Council: *Supporting Bicycling and Pedestrian Infrastructure in the Proposed Design for London Road (TH 61) at 26th Avenue East*

The following resolution comes from the MIC's Bicycle and Pedestrian Advisory Committee (BPAC) and focuses on Project ID 6925-145.

The resolution was initially introduced by a BPAC member at the August 7th BPAC meeting. During that meeting, the language was discussed and revised based on committee feedback. A special follow-up meeting was held on August 12th to further refine the language and vote on whether to forward the resolution to the MIC Policy Board. After final revisions, the resolution was unanimously approved by BPAC.

At the August 20th MIC Policy Board meeting, the BPAC Chair presented it for consideration. Co-Chair Boucher directed that the resolution be included in the final TIP document and submitted to MnDOT along with the final document, the MIC's Resolution adopting the 2026-2029 Duluth Area TIP.

**BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
OF THE
DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL**

RESOLUTION

Supporting Bicycling and Pedestrian Infrastructure in the Proposed Design for London Road (TH 61) Reconstruction at 26th Ave East and London Rd

WHEREAS, the Bicycle and Pedestrian Advisory Committee (BPAC) advises the Duluth-Superior Metropolitan Interstate Council (MIC) Policy Board on matters related to active transportation, with the goal of promoting safe, accessible, and equitable mobility options for all users, including people who walk, bike, and roll; and

WHEREAS, the BPAC recently adopted and the MIC board approved a regional five-year Bicycle Transportation Plan prioritizing multi-modal transportation, the completion of regional biking networks, and the development of a connected, safe and maintained active transportation network; and

WHEREAS, the City of Duluth has adopted both a Comprehensive Plan and a Bike Plan that prioritize multi-modal transportation, complete streets, and the development of a connected and safe active transportation network; and

WHEREAS, the proposed design continues to prioritize vehicle throughput over the safety and comfort of non-motorized users; and

WHEREAS, the design conflicts with local and regional goals around transportation equity, public health, sustainability, and the reduction of serious injuries and fatalities on our roadways; and

WHEREAS, the BPAC strongly questions the design decisions reflected in the current 26th Ave East and London Road intersection reconstruction proposal;

NOW, THEREFORE, BE IT RESOLVED, that the BPAC acknowledges the potential for safety issues in the proposed design of the 26th Ave East and London Road intersection in its current form, and requests Minnesota Department of Transportation (MnDOT) strive, as designs are finalized, to address the dangers posed by the free right turn lane and reflect the community's values, safety priorities, and policy commitments to multi-modal transportation.

ATTEST:



BPAC Chair

8/12/25
Date

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

Duluth News Tribune Notice of Public Comment Period Posted July 9th, 2025.

NOTICE OF PUBLIC COMMENT PERIOD

Draft 2026-2029 Transportation Improvement Program for the Duluth Metropolitan Area

The Duluth-Superior Metropolitan Interstate Council (MIC), located at the Arrowhead Regional Development Commission, 221 West First Street in Duluth, MN, has prepared a draft 2025-2028 Transportation Improvement Program (TIP) for the Duluth Metropolitan Area.

The draft TIP lists all transportation projects in the greater Duluth area that are proposed to receive federal transportation funds for the upcoming four-year period 2026-2029.

To view the draft TIP online, visit <https://dsmic.org/transportation-improvement-program/duluth2029>.

Public comments are being taken from July 14 through August 13, 2025 on the draft TIP and its proposed projects.

Contact Mike Wenholz, by email at mwenholz@ardc.org or by phone at (218) 529-7573 with comments, questions or to request a printed copy of the document. Free TTY services are available through Minnesota Relay at 800-627-3529.

Three virtual public input sessions will be held on Thursday, July 24, 2025, 10am-11:00am, and 5:00pm-6:00pm and on Tuesday, July 29 5:00pm-6:00pm to review the proposed projects, answer questions and take comments. These meetings will be held online and can also be accessed by telephone.

Information to access these public meetings can be viewed on the TIP web page at

www.dsmic.org/duluth2029

Public access and public comment opportunities will be provided as permitted by Minn. Stat. § 13D.021 for local government meetings, allowing the use of communications media technology such as telephone and video conferencing.

The draft TIP, along with all comments received, will be considered for final approval at the MIC Board meeting on September 17, 2025. Approval of the 2026-2029 TIP by the MIC Board authorizes the use of federal funds for all regionally significant transportation projects within the greater Duluth area for those four years.

Public comment is solicited for a 30-day period in accordance with the MIC's Public Involvement Plan for this draft document.

The MIC's public participation process satisfies the Duluth Transit Authority's public participation requirements for the program of projects. (Jul. 9, 2025)

Minnesota MPO TIP Checklist



Minnesota MPO TIP Checklist

MPO: Duluth-Superior MIC

Contact name: Eli Norlander

TIP time period: FY 2026-2029

The table below identifies information that should be covered in your TIP as required by 23 CFR 450. Complete the requested information as applicable.

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.316(a)	Public involvement	MPO followed its public participation plan for the TIP process which includes, but is not limited to: adequate public notice, reasonable opportunity for public comment, use of visualization, available online, and explicit consideration and response to public input.	Yes	Chapter 7 Pages 39-46
450.316(b)	Consultation	TIP process includes consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.	Yes	Chapter 7 Pages 39-46
450.322(b)	Congestion management	TMA's TIP reflects multimodal measures / strategies from congestion management process	N/A	N/A
450.326(a)	Cooperation with State and public transit operators	TIP developed in cooperation with the State (DOT) and (any) public transit operators.	Yes	Chapter 1 Pages 4-5
450.326 (a)	TIP time period	TIP covers at least 4 years.	Yes	Chapter 3 Pages 14-19
450.326(a)	MPO approval of TIP	Signed copy of the resolution is included.	Yes	iv

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(a)	MPO conformity determination	If a nonattainment/maintenance area, a conformity determination was made and included in the TIP.	N/A	N/A
450.326(b)	Reasonable opportunity for public comment	TIP identifies options provided for public review / comment, documentation of meetings, notices, TIP published on-line, other document availability, accommodations, etc.	Yes	Chapter 7 Pages 39-46
450.326(b)	TIP public meeting	TMA's process provided at least one formal public meeting.	N/A	
450.326(c)	Performance targets	TIP designed to make progress toward achieving established performance targets.	Yes	Chapter 4 Pages 21-29
450.326(d)	Performance targets	TIP describes anticipated effect of the TIP toward achieving performance targets identified in the MTP, linking investment priorities to those performance targets	Yes	Chapter 4 Pages 21-29
450.326(e)	Types of projects included in TIP	TIP includes capital and non-capital surface transportation projects within the metropolitan planning area proposed for funding under 23 USC or 49 USC chapter 53.	Yes	Chapter 3 Pages 14-19
450.326(f)	Regionally significant projects	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	Yes	Chapter 3 Pages 14-19
450.326(g)(1)	Individual project information	TIP includes sufficient scope description (type, termini, length, etc.).	Yes	Chapter 3 Pages 14-19
450.326(g)(2)	Individual project information	TIP includes estimated total cost (including costs that extend beyond the 4 years of the TIP).	Yes	Chapter 3 Pages 14-19
450.326(g)(4)	Individual project information	TIP identifies recipient / responsible agency(s).	Yes	Chapter 3 Pages 14-19

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(g)(5)	Individual project information	If a nonattainment / maintenance area, TIP identifies projects identifies as TCMs from SIP.	N/A	
450.326(g)(6)	Individual project information	If a nonattainment / maintenance area, project information provides sufficient detail for air quality analysis.	N/A	
450.326(g)(7)	Individual project information	TIP identifies projects that will implement ADA paratransit or key station plans.	Yes	Chapter 3 Pages 14-19
450.326(h)	Small projects	TIP identifies small projects by function or geographic area or work type	Yes	Chapter 3 Pages 14-19
450.326(h)	Small projects	If a nonattainment / maintenance area, small project classification is consistent with exempt category for EPA conformity requirements.	N/A	
450.326(i)	Consistency with approved plans	Each project is consistent with the MPO's approved transportation plan.	Yes	Chapter 3 Pages 14-19
450.326(j)	Financial plan	TIP demonstrates it can be implemented, indicates reasonably expected public and private resources, and recommends financing strategies for needed projects and programs.	Yes	Chapter 6 Pages 33-38
450.326(j)	Financial plan	Total costs are consistent with DOT estimate of available federal and state funds.	Yes	Chapter 6 Pages 33-38
450.326(j)	Financial plan	Construction or operating funds are reasonably expected to be available for all listed projects.	Yes	Chapter 6 Pages 33-38
450.326(j)	Financial plan	For new funding sources, strategies are identified to ensure fund availability.	Yes	Chapter 6 Pages 33-38
450.326(j)	Financial plan	TIP includes all projects and strategies funded under 23 USC and Federal Transit Act and regionally significant projects.	Yes	Chapter 3 Pages 14-19 Chapter 6

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				Pages 33-38
450.326(j)	Financial plan	TIP contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.	Yes	Chapter 6 Pages 33-38
450.326(j)	Financial plan	Revenue and cost estimates are inflated to reflect year of expenditure.	Yes	Chapter 6 Pages 33-38
450.326(k)	Financial constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	Yes	Chapter 6 Pages 33-38
450.326(k)	Financial constraint	If a nonattainment / maintenance area, the first two years' projects are only those for which funds are available or committed.	N/A	N/A
450.326(k)	Financial constraint	TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.	Yes	Chapter 6 Pages 33-38
450.326(k)	Financial constraint	If a nonattainment / maintenance area, priority was given to TCMs identified in the SIP.	N/A	N/A
450.326(m)	Sub-allocated funds	Sub-allocation of STP or 49 USC 5307 funds is not allowed unless TIP demonstrates how transportation plan objectives are fully met.	N/A	N/A
450.326(n)(1)	Monitoring progress	TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.	Yes	Chapter 2 Pages 10-12
450.326(n)(2)	Monitoring progress	TIP lists major projects (from previous TIP) that have been implemented or significantly delayed.	Yes	Chapter 8 Page 48-49
450.326(n)(3)	Monitoring progress	If a nonattainment / maintenance area, progress implementing TCS is described.	N/A	N/A

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.328	TIP / STIP relationship	Approved TIP included in STIP without change.		
450.334	Annual Listing of Obligated Projects	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	Yes	Chapter 8 Page 48-49
450.336	Certification	TIP includes or is accompanied by resolution whereby MPO self-certifies compliance with all applicable requirements including: 1) 23 USC 134, 49 USC 5303 and 23 CFR 450 Subpart C; 2) for attainment and maintenance areas, sections 174 and 196 (c) and (d) of the Clean Air Act, as amended, and 40 CFR 93; 3) Title VI of the Civil Rights Act as amended and 49 CFR 21; 4) 49 USC 5332 regarding discrimination; 5) section 1101(b) of the FAST Act and 49 CFR 26 regarding disadvantaged business enterprises; 6) 23 CFR 230 regarding equal employment opportunity program; 7) Americans with Disabilities Act of 1990 and 49 CFR 27, 37 and 38; 8) Older Americans Act, as amended regarding age discrimination; 9) 23 USC 324 regarding gender discrimination; and 10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR 27 regarding discrimination against individuals with disabilities.	Yes	iv

MPO comments:

Public Comments Received with MIC Response

In the table below, submitted comments are sorted to show specific projects mentioned and the programmed year of those projects. Some comments were not specific to a project or year, those are shown on the far right of the table. In the MIC Response column, any cell that has “See Response” followed by a number corresponds to the responses listed here:

MIC Numbered Responses:

Response 1: The bike plan that was in effect during project scoping and the majority of project development did not indicate a bike facility through the 26th Ave E intersection with London Rd. The previous bike plan was also in effect when MnDOT received municipal consent from the Duluth City Council in 2023. Additionally, as stated in the first chapter of the plan, the Duluth-Superior Metropolitan Bicycle Transportation Plan provides guidance and visioning. The MIC cannot require the plan to be followed or require jurisdiction’s projects to be compliant with it. Comment has been shared with MnDOT.

Response 2: This project recommendation has been shared with the City of Duluth. Additionally, to clarify, the City of Duluth's portion of the London Rd project (Project ID 118-193-003) extends from 26th Ave E to 60th Ave E. These federally funded project activities from the City of Duluth will occur at intersections along the MnDOT London Rd project because of the city's ownership of the cross streets. There is a locally funded City of Duluth project with plans to reconfigure London Rd from 21st Ave E to 26th Ave E. This project is actually separate and not included in the TIP because it does not include federal funding.

Response 3: To clarify, this is an Advanced Construction (AC) Payback TIP item. This means construction activities are not associated with Project ID 6925-145AC, only a federal funding reimbursement for the construction occurring with 6925-145. Read more on the MnDOT website.

Response 4: This project recommendation has been shared with the City of Duluth and DTA. Project descriptions are determined by the jurisdiction that owns the project. The MIC cannot make edits to project descriptions unless a change is requested by the jurisdiction.

Response 5: This project recommendation has been shared with the City of Duluth. Project descriptions are determined by the jurisdiction that owns the project. The MIC cannot make edits to project descriptions unless a change is requested by the jurisdiction.

Response 6: This project recommendation has been shared with St. Louis County. Project descriptions are determined by the jurisdiction that owns the project. The MIC cannot make edits to project descriptions unless a change is requested by the jurisdiction.

2026			2027			2028			Other	
Projects mentioned	Comments	MIC Response	Projects mentioned	Comments	MIC Response	Projects mentioned	Comments	MIC Response	Comment	MIC Response
6925-145 (London Rd)	The 2026 MNDOT project 6925-145 (London Road) does not follow the MIC area bicycle plan at the 26th Street Roundabout, and so it should be removed from the TIP until revisions are made for it to be compliant.	See Response 1	6925-145AC (London Rd)	The 2027 MNDOT project 6925-145AC (London Road) does not follow the MIC area bicycle plan at the 26th Street Roundabout, and so it should be removed from the TIP until revisions are made for it to be compliant.	See Response 3	118-132-001 (4th St)	The 2028 City of Duluth project 118-132-001 (4th Street) should include the words “Protected Bike Lanes and traffic calming” in the project description.	See Response 5		
118-193-003	The City of Duluth project 118-193-003 (London Road from 21st Ave E to 26th Ave E) should include protected bike lanes and complete the north	See Response 2	118-140-035, 118-206-001, and 118-207-001	The 2027 City of Duluth projects 118-140-035 (Lake Avenue), 118-206-001 (Buchanan Street), 118-207-001 (Canal Park Drive), need to include pedestrian, bicycle,	See Response 4	069-604-086 (Rice Lake Rd)	The 2028 St Louis County project 069-604-086 (Rice Lake Road) should include raised crosswalks in	See Response 6		

	side sidewalk by 21st Ave E.			and transit dedicated spaces and improvements. We can't leave Canal Park the way it is. We need to make hard decisions and think outside the box on how Canal Park can change for the better by providing viable alternative transportation options. Please add the following words to the description: Raised Crosswalks, Bus Lanes, Urban Mini Roundabouts"			the project description.			
6925-145 (London Rd)	The 2026 MNDOT project 6925-145 "London Road" needs to follow the MIC area bicycle plan at the 26th Street Roundabout. Advise the agency to incorporate.	See Response 1	6925-145AC (London Rd)	The 2027 MNDOT project 6925-145AC (London Road) Does not follow the MIC area bicycle plan at the 26th Street Roundabout so it should be removed from the TIP until revisions are made for it to be compliant.	See Response 3	118-132-001 (4th St)	The 2028 City of Duluth project 118-132-001 (4th Street) Please include the words "Protected Bike Lanes and traffic calming" in the project description.	See Response 5	Include the BPAC on the "Member, Staff, and Advisory Committee Listing" page at the beginning of the document Map insert on page18: Project 26 is incorrectly listed as both downtown	Advisory Committees are not currently listed in the TIP. MIC Board approves the TIP based on the recommendation for approval by TAC, this is why only these two memberships are listed. There are two sections of the I35

									<p>and in west duluth.</p> <p>Page 21: PM 1 "Safety" Table: SHow actual values not the average. It is important to display the trend of the last several years, not the average. The average does not tell us if the numbers are decreasing, staying level, or trending upward.</p> <p>Page 37: Item 3B: This statement is false. The draft TIP was not presented at the June meeting for review and comment. There was only a request to release it for public comment and the board members were instructed to</p>	<p>resurface. One from Central Ave to Recycle Way Bridge, a second from 5th Ave W Bridge to Lake Ave Bridge. See project ID 6982-344.</p> <p>The MIC currently does not have year by year data collected for the items listed in PM1 table. The MIC has plans to work with jurisdictions & MnDOT to provide these data points. The prior 5-year baseline has been added to display a trend. The 5-year averages are currently used for performance measures to show overall change.</p> <p>Added the word "summary" to page 37 because a preliminary draft TIP summary</p>
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									participate in the general public comment period. Page 40: "Consultation" is misspelled Add a note below the tables on each page the TIP projects (pages 12-17) stating "See Appendix on Page 43 for a listing of the abbreviations with full explanations."	was presented at the TAC & MIC meetings. Spelling corrected. Added "See Appendix" text below tables.
118-193-003	The City of Duluth project 118-193-003 (London Road from 21st Ave E to 26th Ave E) includes protected bike lanes and complete the north side sidewalk by 21st Ave E	See response 2	118-140-035, 118-206-001, and 118-207-001	The 2027 City of Duluth projects 118-140-035 (Lake Avenue), 118-206-001 (Buchanan Street), 118-207-001 (Canal Park Drive), need to include pedestrian, bicycle, and transit dedicated spaces and improvements. We can't leave Canal Park the way it is. We need to make hard decisions and think outside the	See Response 4	069-604-086 (Rice Lake Rd)	The 2028 St Louis County project 069-604-086 (Rice Lake Road) Please include raised crosswalks in the project description.	See Response 6		

				<p>box on how Canal Park can change for the better by providing viable alternative transportation options. Please add the following words to the description: Raised Crosswalks, Bus Lanes, Urban Mini Roundabouts"</p>						
118-193-003	<p>I am aware that London Road will have big changes between 21 Ave and 26 Ave. I am aware that the BPAC is not pleased with the proposed design. BPAC is very crucial for helping us to have transportation designs that work for all. If they don't approve, neither do I. The bike lanes need to be thoroughly PROTECTED and a sidewalk needs to be on both sides of all roadways.</p>	See response 2	118-140-035, 118-206-001, and 118-207-001	<p>Canal Park is an interesting place to be, but it is now pretty much just for tourists. The place is maxed out with people that can get in and out with the current design, and most of those people are tourists. Canal Park has pretty much peaked in its current form. It is designed for cars and for car parking. Once the cars fill up Canal Park, Canal Park is essentially full. Yet, it is not actually full of people. One easy</p>	See Response 4	118-132-001 (4th St)	<p>The 4th Street project is an opportunity to help all users of the street. This street needs PROTECTED bike lanes and traffic calming. Personally, I will not use unprotected bike lanes. I would feel completely unsafe and probably would be.</p>	See Response 5	<p>Let's think of transportation as it is defined by Merriam-Webster Dictionary: "means of conveyance or travel from one place to another," not "driving or being driven in a personal vehicle."</p>	

				<p>way to make Canal Park more accessible to more people at one time is to make the biking and walking infrastructure top notch in safety and usability. Have PROTECTED bike lanes! Bikes take up a tiny amount of space a car does. Think of all the increased enjoyment of Canal Park, plus the increased sales and tourism tax coming in. Maybe in the future we could slowly lose a parking lot here and there and then sell the lot to business owners! More fun for all (including Duluthians) and more tax dollars coming in. Canal Park can be so much more than it currently is, but not by keeping the design the same.</p>						
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6925-145 (London Rd)	MNDOT project 6925-145 should be removed from the TIP, as it doesn't follow the MIC area bicycle plan at the roundabout.	See Response 1	6925-145AC (London Rd)	MNDOT project 6925-145AC should be removed from the TIP, as it doesn't follow the MIC area bicycle plan at the roundabout.	See Response 3	118-132-001 (4th St)	City of Duluth project 118-132-001 should include the words "protected bike lanes and traffic calming" in the project description.	See Response 5	My overall comments center around a need to promote effective multi-modal transit in our region.	
118-193-003	City of Duluth project 118-193-003 should include protected bike lanes.	See response 2	118-140-035, 118-206-001, and 118-207-001	City of Duluth projects 118-140-035, 118-206-001, and 118-207-001 should have improvements to pedestrian, bicycle, and transit spaces. We need raised crosswalks, bus lanes, mini roundabouts. Canal Park needs to be more friendly to non-car transit.	See Response 4	069-604-086 (Rice Lake Rd)	St Louis County project 069-604-086 should include "raised crosswalks" in the project description.	See Response 6		
6925-145 (London Rd)	The 2026 MNDOT project 6925-145 (London Road) does not follow the MIC area bicycle plan at the 26th Ave E Roundabout, and so it should be removed from the TIP until revisions are made	See Response 1	6925-145AC (London Rd)	The 2027 MNDOT project 6925-145AC (London Road) does not follow the MIC area bicycle plan at the 26th Ave E Roundabout, and so it should be removed from the TIP until revisions	See Response 3	118-132-001 (4th St)	The 2028 City of Duluth project 118-132-001 (4th Street) should include the words "Protected Bike Lanes and traffic calming" in	See Response 5		

	for it to be compliant.			are made for it to be compliant.			the project description.			
118-193-003	The City of Duluth project 118-193-003 (London Road from 21st Ave E to 26th Ave E) should include protected bike lanes and complete the north side sidewalk by 21st Ave E.	See response 2	118-140-035, 118-206-001, and 118-207-001	The 2027 City of Duluth projects 118-140-035 (Lake Avenue), 118-206-001 (Buchanan Street), 118-207-001 (Canal Park Drive), need to include pedestrian, bicycle, and transit dedicated spaces and improvements. We can't leave Canal Park the way it is. We need to make hard decisions and think outside the box on how Canal Park can change for the better by providing viable alternative transportation options. Please add the following words to the description: Raised Crosswalks, Bus Lanes, Urban Mini Roundabouts	See Response 4	069-604-086 (Rice Lake Rd)	The 2028 St Louis County project 069-604-086 (Rice Lake Road) should include raised crosswalks in the project description.	See Response 6		
6925-145 (London Rd)	The 2026 MNDOT project 6925-145 (London Road) does not follow the MIC area bicycle plan at	See Response 1	6925-145AC (London Rd)	The 2027 MNDOT project 6925-145AC (London Road) does not follow the MIC	See Response 3	118-132-001 (4th St)	The 2028 City of Duluth project 118-132-001 (4th Street) should	See Response 5		

	the 26th Ave E Roundabout, and so it should be removed from the TIP until revisions are made for it to be compliant.			area bicycle plan at the 26th Ave E Roundabout, and so it should be removed from the TIP until revisions are made for it to be compliant.			include the words "Protected Bike Lanes and traffic calming" in the project description.			
118-193-003	The City of Duluth project 118-193-003 (London Road from 21st Ave E to 26th Ave E) should include protected bike lanes and complete the north side sidewalk by 21st Ave E.	See response 2	118-140-035, 118-206-001, and 118-207-001	The 2027 City of Duluth projects 118-140-035 (Lake Avenue), 118-206-001 (Buchanan Street), 118-207-001 (Canal Park Drive), need to include pedestrian, bicycle, and transit dedicated spaces and improvements. We can't leave Canal Park the way it is. We need to make hard decisions and think outside the box on how Canal Park can change for the better by providing viable alternative transportation options. Please add the following words to the description: Raised Crosswalks, Bus	See Response 4	069-604-086 (Rice Lake Rd)	The 2028 St Louis County project 069-604-086 (Rice Lake Road) should include raised crosswalks in the project description.	See Response 6		

				Lanes, Urban Mini Roundabouts						
6925-145 (London Rd)	The 2026 MNDOT project 6925-145 (London Road) does not follow the MIC area bicycle plan at the 26th Ave E Roundabout, and so it should be removed from the TIP until revisions are made for it to be compliant. This is related to the comment immediately below (bike lanes on London Road).	See Response 1	6925-145AC (London Rd)	Same comment as above with respect to the 2027 MNDOT project 6925-145AC (London Road) -- the project does not follow the MIC area bicycle plan at the 26th Ave E Roundabout, and so it should be removed from the TIP until revisions are made for it to be compliant.	See Response 3	118-132-001 (4th St)	The 2028 City of Duluth project 118-132-001 (4th Street) should include the words "Protected Bike Lanes and traffic calming" in the project description. I drive and ride on 4th St. frequently, and it's not a great place for cyclists. Protected Bike Lanes would be a real plus.	See Response 5	I served on the DTA board for a number of years, and am aware of the importance of the local Transportation Improvement Plan (TIP). Like many others in the area, I drive and recognize the importance of good highways for private and commercial motor vehicles. But I also walk and bike, and am a transit user, and those users need to be kept in mind, so as part of the public comment period would like to submit the following comments:	

<p>118-193-003</p>	<p>The bike lanes on London Road go from around 12th Avenue E. To 21st Ave. E., and then they stop. The City of Duluth project 118-193-003 (London Road from 21st Ave E to 26th Ave E) should include protected bike lanes and complete the north side sidewalk by 21st Ave E. It would be good if the plan has an effective way of tying in the bike lanes to the entrance to the Lakewalk at 26th Ave. East (see roundabout discussion above).</p>	<p>See response 2</p>	<p>118-140-035, 118-206-001, and 118-207-001</p>	<p>The 2027 City of Duluth projects 118-140-035 (Lake Avenue), 118-206-001 (Buchanan Street), 118-207-001 (Canal Park Drive), need to include pedestrian, bicycle, and transit dedicated spaces and improvements. Right now, Canal Park is not a good place to bike, and traffic congestion makes the DTA trolley slow. A dedicated bus and bicycle lane for the trolley service would be a big help. Please add the following words to the description: Raised Crosswalks, Bus Lanes, Urban Mini Roundabouts</p>	<p>See Response 4</p>	<p>069-604-086 (Rice Lake Rd)</p>	<p>The 2028 St Louis County project 069-604-086 (Rice Lake Road) should include raised crosswalks in the project description.</p>	<p>See Response 6</p>		
			<p>118-207-001</p>	<p>Please add bike safe lanes to canal park. It's a zoo there, and some planning/lane structure will save lives. The sidewalks remain a</p>	<p>See Response 4</p>					

				<p>viable alternative to roads in canal park. But these walkways are not appropriate and are filled with people.</p>						
<p>6925-145 (London Rd)</p>	<p>The 2026 MNDOT project 6925-145 (London Road) does not follow the MIC area bicycle plan at the 26th Ave E Roundabout, and so it should be removed from the TIP until revisions are made for it to be compliant.</p>	<p>See Response 1</p>	<p>6925-145AC (London Rd)</p>	<p>The 2027 MNDOT project 6925-145AC (London Road) does not follow the MIC area bicycle plan at the 26th Ave E Roundabout, and so it should be removed from the TIP until revisions are made for it to be compliant.</p>	<p>See Response 3</p>	<p>118-132-001 (4th St)</p>	<p>The 2028 City of Duluth project 118-132-001 (4th Street) should include the words "Protected Bike Lanes and traffic calming" in the project description.</p>	<p>See Response 5</p>	<p>Safe mobility for everyone is vitally important—underpinning economic opportunity and affecting quality of life for everyone in our area. And it's already been well thought out and agreed upon—but not reflected in the current TIP.</p>	
<p>118-193-003</p>	<p>The City of Duluth project 118-193-003 (London Road from 21st Ave E to 26th Ave E) should include protected bike lanes and complete the north side sidewalk by 21st Ave E.</p>	<p>See response 2</p>	<p>118-140-035, 118-206-001, and 118-207-001</p>	<p>The 2027 City of Duluth projects 118-140-035 (Lake Avenue), 118-206-001 (Buchanan Street), 118-207-001 (Canal Park Drive), need to include pedestrian, bicycle, and transit dedicated spaces and improvements. We</p>	<p>See Response 4</p>	<p>069-604-086 (Rice Lake Rd)</p>	<p>The 2028 St Louis County project 069-604-086 (Rice Lake Road) should include raised crosswalks in the project description.</p>	<p>See Response 6</p>		

				can't leave Canal Park the way it is. We need to make hard decisions and think outside the box on how Canal Park can change for the better by providing viable alternative transportation options. Please add the following words to the description: Raised Crosswalks, Bus Lanes, Urban Mini Roundabouts						
6925-145 (London Rd)	The 2026 MNDOT project 6925-145 (London Road) does not follow the MIC area bicycle plan at the 26th Ave E Roundabout, and so it should be removed from the TIP until revisions are made for it to be compliant.	See Response 1	6925-145AC (London Rd)	The 2027 MNDOT project 6925-145AC (London Road) does not follow the MIC area bicycle plan at the 26th Ave E Roundabout, and so it should be removed from the TIP until revisions are made for it to be compliant.	See Response 3	118-132-001 (4th St)	The 2028 City of Duluth project 118-132-001 (4th Street) should include the words "Protected Bike Lanes and traffic calming" in the project description.	See Response 5	I'm concerned that the TIP does not incorporate enough sustainable transportation considerations for cyclists and pedestrians.	
118-193-003	The City of Duluth project 118-193-003 (London Road from 21st Ave E to 26th Ave E) should include protected bike lanes and	See response 2	118-140-035, 118-206-001, and 118-207-001	The 2027 City of Duluth projects 118-140-035 (Lake Avenue), 118-206-001 (Buchanan Street), 118-207-001 (Canal Park Drive),	See Response 4	069-604-086 (Rice Lake Rd)	The 2028 St Louis County project 069-604-086 (Rice Lake Road) should include raised	See Response 6		

	complete the north side sidewalk by 21st Ave E.			need to include pedestrian, bicycle, and transit dedicated spaces and improvements. Canal Park is so difficult to navigate as a pedestrian or cyclist, including a lack of protected lanes, unclear markings and car congestion. I believe we need to rethink what Canal Park can be and create a more welcoming, accessible space for everyone.			crosswalks in the project description.			
6925-145 (London Rd)	The 2026 MNDOT project 6925-145 (London Road) does not follow the MIC area bicycle plan at the 26th Ave E Roundabout, and so it should be removed from the TIP until revisions are made for it to be compliant.	See Response 1	6925-145AC (London Rd)	The 2027 MNDOT project 6925-145AC (London Road) does not follow the MIC area bicycle plan at the 26th Ave E Roundabout, and so it should be removed from the TIP until revisions are made for it to be compliant.	See Response 3	118-132-001 (4th St)	The 2028 City of Duluth project 118-132-001 (4th Street) should include the words "Protected Bike Lanes and traffic calming" in the project description.	See Response 5	I am a member of Vibrant Streets Duluth, and very much hope future transportation projects advance the needs and wants of those who travel on foot or on a bike.	
118-193-003	The City of Duluth project 118-193-003 (London Road from	See response 2	118-140-035, 118-206-001,	The 2027 City of Duluth projects 118-140-035 (Lake	See Response 4	069-604-086 (Rice Lake Rd)	The 2028 St Louis County project 069-	See Response 6		

	21st Ave E to 26th Ave E) should include protected bike lanes and complete the north side sidewalk by 21st Ave E.		and 118-207-001	Avenue), 118-206-001 (Buchanan Street), 118-207-001 (Canal Park Drive), need to include pedestrian, bicycle, and transit dedicated spaces and improvements. We can't leave Canal Park the way it is. We need to make hard decisions and think outside the box on how Canal Park can change for the better by providing viable alternative transportation options. Please add the following words to the description: Raised Crosswalks, Bus Lanes, Urban Mini Roundabouts			604-086 (Rice Lake Road) should include raised crosswalks in the project description.			
6925-145 (London Rd)	The 2026 MNDOT project 6925-145 (London Road) does not follow the MIC area bicycle plan at the 26th Street Roundabout, and so it should be removed from the TIP until revisions are made	See Response 1	6925-145AC (London Rd)	The 2027 MNDOT project 6925-145AC (London Road) does not follow the MIC area bicycle plan at the 26th Street Roundabout, and so it should be removed from the	See Response 3	118-132-001 (4th St)	The 2028 City of Duluth project 118-132-001 (4th Street) should include the words "Protected Bike Lanes and traffic	See Response 5	The way we build our city shapes our lives for decades. I have reviewed the Transportation Improvement Plan (TIP), and as part of the	

	for it to be compliant.			TIP until revisions are made for it to be compliant.			calming” in the project description.		public comment period would like to submit the following comments:	
118-193-003	The City of Duluth project 118-193-003 (London Road from 21st Ave E to 26th Ave E) should include protected bike lanes and complete the north side sidewalk by 21st Ave E.	See response 2	118-140-035, 118-206-001, and 118-207-001	The 2027 City of Duluth projects 118-140-035 (Lake Avenue), 118-206-001 (Buchanan Street), 118-207-001 (Canal Park Drive), need to include pedestrian, bicycle, and transit dedicated spaces and improvements. We can't leave Canal Park the way it is. We need to make hard decisions and think outside the box on how Canal Park can change for the better by providing viable alternative transportation options. Please add the following words to the description: Raised Crosswalks, Bus Lanes, Urban Mini Roundabouts"	See Response 4	069-604-086 (Rice Lake Rd)	The 2028 St Louis County project 069-604-086 (Rice Lake Road) should include raised crosswalks in the project description.	See Response 6		

									<p>I'm the president of Starry Skies North, the Minnesota chapter of DarkSky International, the world's leading authority on light pollution. We're an all-volunteer 501(c)(3) non-profit conducting educational outreach and advocacy across the state. We were founded in Duluth 10 years ago, and in a few weeks we'll be hosting our annual Celebrate the Night Week with events across the city. I'm writing today in regard to the lighting that will be</p>	<p>These design recommendations have been shared with The City of Duluth, MnDOT, St. Louis County, and Duluth Transit Authority.</p>
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									<p>installed at round-abouts, bike lanes, and roadways as part of the Transportation Improvement Plan (TIP). Done right, roadway and pathway lighting can improve public safety for drivers, riders, and pedestrians, but all too frequently roadway and pathway lighting is an afterthought, or is not designed using outdoor lighting best practices, resulting in over-lit, glaring lightscapes that can reduce, not enhance safety. I ask you to consider the</p>	
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									<p>following during your design, procurement, and development processes:</p> <p>1) The lighting design must be performed or approved by resources knowledgeable in dark sky lighting best practices.</p> <p>2) Only install lighting that is actually required - excess lighting will increase installation, maintenance, and operation costs, and will not improve safety</p> <p>3) Lighting should be strongly shielded (Uplight 0, Glare 0 or 1), to reduce glare and minimize light trespass. Glare adds to</p>	
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									<p>visual clutter and reduces object detection and avoidance</p> <p>4) Lights should only be as bright as necessary to meet IES and MNDOT standards. Adding more light beyond that reduces sustainability, increases costs, and does not improve safety</p> <p>5) Employ on-demand lighting that uses timers and motion detectors to turn off or dim lights during off-peak hours, such as midnight to 5 AM. The instant-on capability of LEDs will provide desired lighting levels when vehicles or pedestrians</p>	
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									<p>are present, but will save energy, reduce light trespass, and protect habitats when no one is present and the lights serve no purpose.</p> <p>6) Lights should use a warm color temperature. The American Medical Association has recommended no higher than 3000K since 2016, in order to protect human health. Today's LEDs provide excellent Color Rendering Indexes (CRI) above 70, providing a natural color experience for viewers, at color temperatures of 2700K and even 2200K.</p>	
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									<p>Regardless of the selected color temperature, the lights should have an S/P ratio as close as possible to 1.0, which will reduce scattered light and skyglow.</p> <p>N.B.: MNDOT's standard of 4000K for streetlights is only meant to apply at freeway & highway speeds, and there's no scientific basis for using 4000K lights at roundabouts and surface streets.</p> <p>Thank you for your work on this project, and for considering these inputs.</p> <p>By incorporating</p>	
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									dark sky lighting best practices Duluth can save money and energy, meet the needs and expectations of all stakeholders, and provide well-lit roadways and pathways that help protect drivers, riders, pedestrians, and area residents.	
6925-145 (London Rd)	MnDOT Project 6925 145 (London Road): The current design fails to incorporate the MIC bike plan at the 26th Ave E roundabout. I urge removal from the TIP until it's redesigned to include protected bike lanes and seamless connectivity.	See Response 1	6925-145AC (London Rd)	MnDOT Project 6925 145AC (London Road): Like its 2026 counterpart, this phase ignores the MIC bike plan at the 26th Ave E roundabout. Please remove or redraft to comply.	See Response 3	118-132-001 (4th St)	City Project 118 132 001 (4th Street): Please incorporate explicit language in the project description for "Protected Bike Lanes and traffic calming" to ensure design attention to vulnerability and scale.	See Response 5	Thank you for the opportunity to comment on the Transportation Improvement Program (TIP). As a Duluth resident and dedicated cyclist, I strongly support a TIP that aligns with our broader community	Chapter 4 of the TIP describes how the MIC, MnDOT, and federal transportation agencies use performance measures to anticipate and evaluate how TIP projects will progress the region toward fewer fatalities and serious injuries. This comment has also

									<p>goals of safety, equity, and sustainable mobility.</p> <p>---</p> <p>Context & Key Statistics</p> <p>The 2025 Duluth–Superior Area Bicycle Transportation Plan—adopted by the MIC Policy Board—underscores bicycling as a growing transportation mode and calls for a connected, safe, and inclusive bikeway network across our region .</p> <p>In Minnesota, an average of one bicyclist is killed every six weeks, and 1 in 50 motor</p>	<p>been shared with The City of Duluth, MnDOT, St. Louis County, and Duluth Transit Authority.</p>
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									<p>vehicle fatalities involves someone on a bicycle, highlighting how urgent safety interventions are.</p> <p>Data from Zeitgeist and DSMIC confirms consistent and meaningful bicycle and pedestrian usage in Duluth—underscoring the need to plan our infrastructure around real behavior, not assumptions .</p> <p>These points argue not just for incremental tweaks—but for projects that are fundamentally</p>	
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									designed with safety and access in mind.	
118-193-003	City Project 118 193 003 (London Road, 21st Ave E to 26th Ave E): Please revise to include protected bike lanes (not just paint) and finish the north-side sidewalk near 21st Ave E— these are critical to enabling safe, connected mobility.	See response 2	118-140-035, 118-206-001, and 118-207-001	City Projects 118 140 035 (Lake Ave), 118 206 001 (Buchanan St), 118 207 001 (Canal Park Drive): These corridors must include dedicated infrastructure for people walking, biking, and taking transit. Canal Park’s current car-centric approach is no longer acceptable. I encourage bold redesign: Raised crosswalks, bus lanes, and urban mini-roundabouts should be added to the scope to support equitable, multimodal access.	See Response 4	069-604-086 (Rice Lake Rd)	St. Louis County Project 069 604 086 (Rice Lake Road): The plan should include raised crosswalks, a proven safety intervention for non-motorized road users.	See Response 6	Final Thoughts Duluth is unique— with meaningful bicycle and pedestrian volumes and a committed vision for safer streets. The 2025 Bike Transportation Plan and safety data show that we can—and must—design our public streets to serve everyone, not just cars. Let’s seize this TIP cycle to make bold improvements that reflect our shared goals of safety, accessibility, and sustainability. Incremental tweaks won’t	

									cut it—our infrastructure needs to be built thoughtfully and inclusively, with accountability and vision.	
6925-145 (London Rd)	Project 6925-145 – London Road The proposed 26th Ave E roundabout, as currently designed, fails to provide a safe route for all users. The planned slip lane will allow vehicles to travel 10–15 mph over the posted speed limit, where bicycles will be in the left lane, where drivers will have difficulty seeing them. This conflicts with the City’s Comprehensive Plan and the current region’s bike plan, which calls for safer bicycle and pedestrian infrastructure. MNDOT created the underlying problem	See Response 1	6925-145AC (London Rd)	MNDOT project 6925-145AC London Road. See my comment from the project in 2026 TIP 6925-145	See Response 3	118-132-001 (4th St)	City of Duluth project 118-132-001 4th Street needs to include Protected Bike Lanes and traffic calming designs.	See Response 5		

	<p>by placing the freeway terminus at this intersection. Now, the agency is attempting to address perceived congestion—something Duluth doesn't truly face—while prioritizing traffic flow over safety. MNDOT District 1 has a track record of making bicycle and pedestrian conditions worse in these situations. A comparable example is the Mesaba Ave–Superior St–I-35 interchange. In 2018, MNDOT removed a traffic merge from Mesaba Ave to the freeway entrance, allowing vehicles to maintain or increase speed through a pedestrian crossing. This change directly contributed to the tragic death of Steven Hoover, who was struck while biking through that crossing last fall. A</p>											
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	<p>year prior, a head-on crash between a car and a bus in the same area could have easily been fatal. Despite having internal emails acknowledging the unsafe crossing, MNDOT still pursued the so-called “safety improvements” that prioritized vehicle flow over human safety.</p> <p>The same flawed approach is being repeated at 26th Ave E. A roundabout that increases speeds and compromises visibility for cyclists is not a safe design. This element should be removed from the project until a truly safe intersection can be designed for all transportation modes.</p> <p>It’s worth noting that MNDOT previously removed the 60th Ave E roundabout from plans after neighborhood complaints about</p>											
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	<p>property impacts. For over three years, others and I have been voicing safety concerns about 26th Ave E— with no changes made.</p> <p>I support the London Road project overall, but only if the 26th Ave E roundabout is either redesigned for safety or removed entirely.</p>									
118-193-003	<p>Project 118-193-003 The London Road 21st Ave E to 26th Ave E needs to be a protected bike lane, along with extending the north side sidewalk by 21st Ave E.</p>	See response 2	118-140-035, 118-206-001, and 118-207-001	<p>City of Duluth projects 118-140-035 Lake Ave, 118-206-001 Buchanan Street, 118-207-001 Canal Park Drive, need to include pedestrian, bicycle, and transit dedicated infrastructure. We need creative designs to move people over cars. The three light signaled intersections in Canal Park can and should be replaced by roundabouts if possible, at least studied before we spend money to</p>	See Response 4	069-604-086 (Rice Lake Rd)	<p>St Louis County project 069-604-086 Rice Lake Road should include raised crosswalks in the project.</p>	See Response 6		

				<p>extend the life of a poorly designed and unsafe area.</p> <p>We now have scooters, four-wheeled bike-like things, traveling on sidewalks and some in the streets.</p> <p>There is no safe place for these micro transportation devices in Canal Park.</p> <p>The pedestrian infrastructure should include mid-block crossings that include raised tables, a possible mix of bus/bike lane, where the trolley can be more efficient and used by more visitors to the area.</p>						
6925-145 (London Rd)	The 2026 MNDOT project 6925-145 (London Road) does not follow the MIC area bicycle plan at the 26th Ave E Roundabout, and so it should be removed from the TIP until revisions are made	See Response 1	6925-145AC (London Rd)	The 2027 MNDOT project 6925-145AC (London Road) does not follow the MIC area bicycle plan at the 26th Ave E Roundabout, and so it should be removed from the	See Response 3	118-132-001 (4th St)	The 2028 City of Duluth project 118-132-001 (4th Street) should include the words "Protected Bike Lanes and traffic	See Response 5	Thanks for your work on the Transportation Improvement Plan (TIP). I am excited for this important work that will improve safe	

	for it to be compliant.			TIP until revisions are made for it to be compliant.			calming" in the project description.		options for pedestrian and bike traffic! I am most looking forward to the work on Rice Lake Road in 2028! As part of the public comment period would like to submit the following comments:	
118-193-003	The City of Duluth project 118-193-003 (London Road from 21st Ave E to 26th Ave E) should include protected bike lanes and complete the north side sidewalk by 21st Ave E.	See response 2	118-140-035, 118-206-001, and 118-207-001	The 2027 City of Duluth projects 118-140-035 (Lake Avenue), 118-206-001 (Buchanan Street), 118-207-001 (Canal Park Drive), need to include pedestrian, bicycle, and transit dedicated spaces and improvements. We can't leave Canal Park the way it is. We need to make hard decisions and think outside the box on how Canal Park can change for the better by providing viable alternative	See Response 4	069-604-086 (Rice Lake Rd)	The 2028 St Louis County project 069-604-086 (Rice Lake Road) should include raised crosswalks in the project description.	See Response 6		

				transportation options. Please add the following words to the description: Raised Crosswalks, Bus Lanes, Urban Mini Roundabouts						
6925-145 (London Rd)	The 2026 MNDOT project 6925-145 (London Road) does not follow the MIC area bicycle plan at the 26th Street Roundabout, and so it should be removed from the TIP until revisions are made for it to be compliant.	See Response 1	6925-145AC (London Rd)	The 2027 MNDOT project 6925-145AC (London Road) does not follow the MIC area bicycle plan at the 26th Street Roundabout, and so it should be removed from the TIP until revisions are made for it to be compliant.	See Response 3	118-132-001 (4th St)	The 2028 City of Duluth project 118-132-001 (4th Street) should include the words "Protected Bike Lanes and traffic calming" in the project description.	See Response 5		
118-193-003	The City of Duluth project 118-193-003 (London Road from 21st Ave E to 26th Ave E) should include protected bike lanes and complete the north side sidewalk by 21st Ave E.	See response 2	118-140-035, 118-206-001, and 118-207-001	The 2027 City of Duluth projects 118-140-035 (Lake Avenue), 118-206-001 (Buchanan Street), 118-207-001 (Canal Park Drive), need to include pedestrian and bicycle improvements. We need to make hard decisions and think outside the box on how Canal Park can change for the better by	See Response 4	069-604-086 (Rice Lake Rd)	The 2028 St Louis County project 069-604-086 (Rice Lake Road) should include raised crosswalks in the project description.	See Response 6		

				providing viable alternative transportation options. Please add the following words to the description: Raised Crosswalks, Urban Mini Roundabouts"						
6925-145 (London Rd)	The 2026 MNDOT project 6925-145 (London Road) does not follow the MIC area bicycle plan at the 26th Ave E Roundabout, and so it should be removed from the TIP until revisions are made for it to be compliant.	See Response 1	6925-145AC (London Rd)	The 2027 MNDOT project 6925-145AC (London Road) does not follow the MIC area bicycle plan at the 26th Ave E Roundabout, and so it should be removed from the TIP until revisions are made for it to be compliant.	See Response 3	118-132-001 (4th St)	The 2028 City of Duluth project 118-132-001 (4th Street) should include the words "Protected Bike Lanes and traffic calming" in the project description.	See Response 5		
118-193-003	The City of Duluth project 118-193-003 (London Road from 21st Ave E to 26th Ave E) should include protected bike lanes and complete the north side sidewalk by 21st Ave E.	See response 2	118-140-035, 118-206-001, and 118-207-001	The 2027 City of Duluth projects 118-140-035 (Lake Avenue), 118-206-001 (Buchanan Street), 118-207-001 (Canal Park Drive), need to include pedestrian, bicycle, and transit dedicated spaces and improvements. We can't leave Canal Park the way it is.	See Response 4	069-604-086 (Rice Lake Rd)	The 2028 St Louis County project 069-604-086 (Rice Lake Road) should include raised crosswalks in the project description.	See Response 6		

				We need to make hard decisions and think outside the box on how Canal Park can change for the better by providing viable alternative transportation options. Please add the following words to the description: Raised Crosswalks, Bus Lanes, Urban Mini Roundabouts						
6925-145 (London Rd)	The 2026 MNDOT project 6925-145 (London Road) does not follow the MIC area bicycle plan at the 26th Ave E Roundabout, and so it should be removed from the TIP until revisions are made for it to be compliant.	See Response 1	6925-145AC (London Rd)	The 2027 MNDOT project 6925-145AC (London Road) does not follow the MIC area bicycle plan at the 26th Ave E Roundabout, and so it should be removed from the TIP until revisions are made for it to be compliant.	See Response 3	118-132-001 (4th St)	The 2028 City of Duluth project 118-132-001 (4th Street) should include the words "Protected Bike Lanes and traffic calming" in the project description.	See Response 5		
118-193-003	The City of Duluth project 118-193-003 (London Road from 21st Ave E to 26th Ave E) should include protected bike lanes and complete the north	See response 2	118-140-035, 118-206-001, and 118-207-001	The 2027 City of Duluth projects 118-140-035 (Lake Avenue), 118-206-001 (Buchanan Street), 118-207-001 (Canal Park Drive), need to include pedestrian, bicycle,	See Response 4	069-604-086 (Rice Lake Rd)	The 2028 St Louis County project 069-604-086 (Rice Lake Road) should include raised crosswalks in	See Response 6		

	side sidewalk by 21st Ave E.			and transit dedicated spaces and improvements. We can't leave Canal Park the way it is. We need to make hard decisions and think outside the box on how Canal Park can change for the better by providing viable alternative transportation options. Please add the following words to the description: Raised Crosswalks, Bus Lanes, Urban Mini Roundabouts			the project description.			
6925-145 (London Rd)	The 2026 MNDOT project 6925-145 (London Road) does not follow the MIC area bicycle plan at the 26th Ave E Roundabout, and so it should be removed from the TIP until revisions are made for it to be compliant.	See Response 1	6925-145AC (London Rd)	The 2027 MNDOT project 6925-145AC (London Road) does not follow the MIC area bicycle plan at the 26th Ave E Roundabout, and so it should be removed from the TIP until revisions are made for it to be compliant.	See Response 3	118-132-001 (4th St)	The 2028 City of Duluth project 118-132-001 (4th Street) should include the words "Protected Bike Lanes and traffic calming" in the project description.	See Response 5		
118-193-003	The City of Duluth project 118-193-003 (London Road from	See response 2	118-140-035, 118-206-001,	The 2027 City of Duluth projects 118-140-035 (Lake	See Response 4	069-604-086 (Rice Lake Rd)	The 2028 St Louis County project 069-	See Response 6		

	21st Ave E to 26th Ave E) should include protected bike lanes and complete the north side sidewalk by 21st Ave E.		and 118-207-001	Avenue), 118-206-001 (Buchanan Street), 118-207-001 (Canal Park Drive), need to include pedestrian, bicycle, and transit dedicated spaces and improvements. We can't leave Canal Park the way it is. We need to make hard decisions and think outside the box on how Canal Park can change for the better by providing viable alternative transportation options. Please add the following words to the description: Raised Crosswalks, Bus Lanes, Urban Mini Roundabouts			604-086 (Rice Lake Road) should include raised crosswalks in the project description.			
6925-145 (London Rd)	The London Road roundabout ignores the MIC bicycle plan. Please flesh out this plan properly to include the MIC attributes that are intended to serve and to protect all of our residents, not	See Response 1	118-140-035, 118-206-001, and 118-207-001	Canal Park improvements are missing dedicated space for bikes, pedestrians, and transit. Accommodating these segments will improve safety and	See Response 4	118-132-001 (4th St)	Fourth Street reconstruction has no mention of protected bike lanes. I traveled this route many times commuting to	See Response 5	There are several shortcomings that should be acknowledged and remediated before the plan goes forward.	

	just fast-moving automobiles.			welcome/enhance the draw of folks seeking a walkable, bikeable, scooter-able, attractive center of recreation and tourism.			and from work out in the West End from my home in the Chester Park neighborhood. Protected bike lanes along this busy route are critical for the safety of that growing segment of our population that travels by means other than the automobile.			
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City of Duluth Reconnecting Communities Pilot (RCP) Grant

Project Name	Applicant	Program	Award Amount	Non-Federal Funds	Estimated Total Project Cost
Duluth I-35 Community Access Revitalization Study	City of Duluth, Minnesota	Reconnecting Communities Pilot	\$1,800,000	\$450,000	\$2,250,000

General Project Description

The City of Duluth, Minnesota, in partnership with the Minnesota Department of Transportation and the Duluth-Superior Metropolitan Interstate Council, will develop a comprehensive and community-led vision for transportation and other public right-of-way improvements along the Interstate 35 corridor in West Duluth and Downtown Duluth. A long-term plan is needed to improve connectivity across the interstate corridor, better integrate existing and future land uses, and remove barriers to economic development. The surrounding community will lead the creation of this vision with support from city staff.

Statement of Work

The City of Duluth will lead this planning study with the formation of a project management team, including, but not limited to, representatives from key partners, the Minnesota Department of Transportation, and the Duluth-Superior Metropolitan Interstate Council. In addition, the City will create a Community Advisory Board to represent the study area. Public outreach activities will include public meetings, outreach to community and stakeholder organizations, and online engagement.

The planning study will evaluate existing issues, needs, and opportunities, including land uses and how they interact with the transportation network, including freight, regional and area traffic analysis, multimodal transportation system, market analysis, and assessments of impact on the community.

Once the issues, existing conditions, and community priorities have been identified and vetted, the study will then develop a comprehensive series of high-level improvement alternatives. The range of options and alternatives will be vetted based on feasibility and community acceptance, particularly those most impacted by the existing conditions.

The study will develop an implementation plan to prioritize proposed transportation improvements and the next steps necessary to bring this plan to fruition. The implementation plan will offer a logical and sequential path to implement improvements over time. This

will allow the City of Duluth and study partners to work together towards realizing the study area vision. In addition to identifying the vision and locally preferred concept for Duluth, implementation will also include taking community priority projects that are short-term in nature and could be interim improvements through conceptual design. Following the acceptance of the plan by the Community Advisory Board, the plan will be brought forward to the Duluth City Council to solidify the vision and plan for Duluth.

Reconnecting Communities Pilot (RCP) Grant Program Overview

The Infrastructure Investment and Jobs Act established the Reconnecting Communities Pilot (RCP) Program to advance community-centered transportation connection projects, with a priority for projects that benefit low-capacity communities. RCP focuses on improving access to daily needs such as jobs, education, healthcare, food, nature, and recreation, and foster development and restoration, and provide technical assistance to further these goals. The primary goal of the RCP Program is to reconnect communities harmed by past transportation infrastructure decisions, through community-supported planning activities and capital construction projects that are championed by those communities.