

# Duluth-Superior Metropolitan Interstate Council



2026-2027

## Unified Transportation Planning Work Program and Budget



<b>Approvals</b>	
MIC Policy Board:	10/15/25
MnDOT:	10/20/25
WisDOT:	12/29/25
FTA/FHWA - MN:	12/11/25
FTA/FHWA - WI:	12/29/25

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# Duluth-Superior Metropolitan Interstate Council FY 2026 - 2027 Unified Transportation Planning Work Program and Budget (UPWP)

For adoption on October 15, 2025

This document is available online at [dsmic.org/upwp](http://dsmic.org/upwp)  
Printed copies are available by contacting the MIC by email or by phone:

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Prepared by  
Duluth-Superior Metropolitan Interstate Council



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



[Arrowhead Regional Development Commission](http://www.ardc.org/)

and

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



#### Acknowledgements

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For more information on the MIC's Title VI program and/or the procedures to file a complaint, contact MIC Director Ron Chicka at [rchicka@ardc.org](mailto:rchicka@ardc.org), by phone at (218) 529-7506, by mail or by visiting in person at the MIC office (address below). 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](http://dsmic.org/titlevi-policy). If you would like a printed copy of the complaint instructions and forms mailed or emailed to you, or if this information is needed in another language or another format, please contact the MIC. A printed complaint form is also available at the MIC office.

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# Duluth-Superior Metropolitan Interstate Council 2026-2027 Unified Transportation Planning Work Program

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# DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

## Policy Board, Advisory Committees, and Staff Members

September 2025

<b>MIC Policy Board</b>	<b>Transportation Advisory Committee</b>
Broc Allen – Douglas Co. Suburban Townships	Chris Belden – Duluth Transit Authority
Nick Baker – Douglas County Board (WI Co-chair)	David Bolf – City of Hermantown
Wayne Boucher – City of Hermantown (MN Co-	Chris Carlson – City of Superior
Tylor Elm – Superior City Council	Kate Ferguson – Duluth Seaway Port Authority
Annie Harala St. Louis County Board	Jim Foldesi – St. Louis County
Mark Johnson Superior City Council	Derek Fredrickson – MnDOT District 1
Yauhen Karatai – City of Duluth Citizen Rep	James Gittemeier – City of Duluth Planning
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
John Lohse – Douglas County Board	Cari Pedersen – City of Duluth
Adam McGill – Duluth Transit Authority Board	Jess Rich – City of Proctor
Bob Quade – Rice Lake City Council	Mae Sommerfeld – WisDOT NW Region
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 Mayor	Skip Williams – Active Transportation
Scott Welsh – St. Louis County Suburban Townships	Vacant – Economic Development
	Vacant – Mobility Challenged

## Harbor Technical Advisory Committee

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

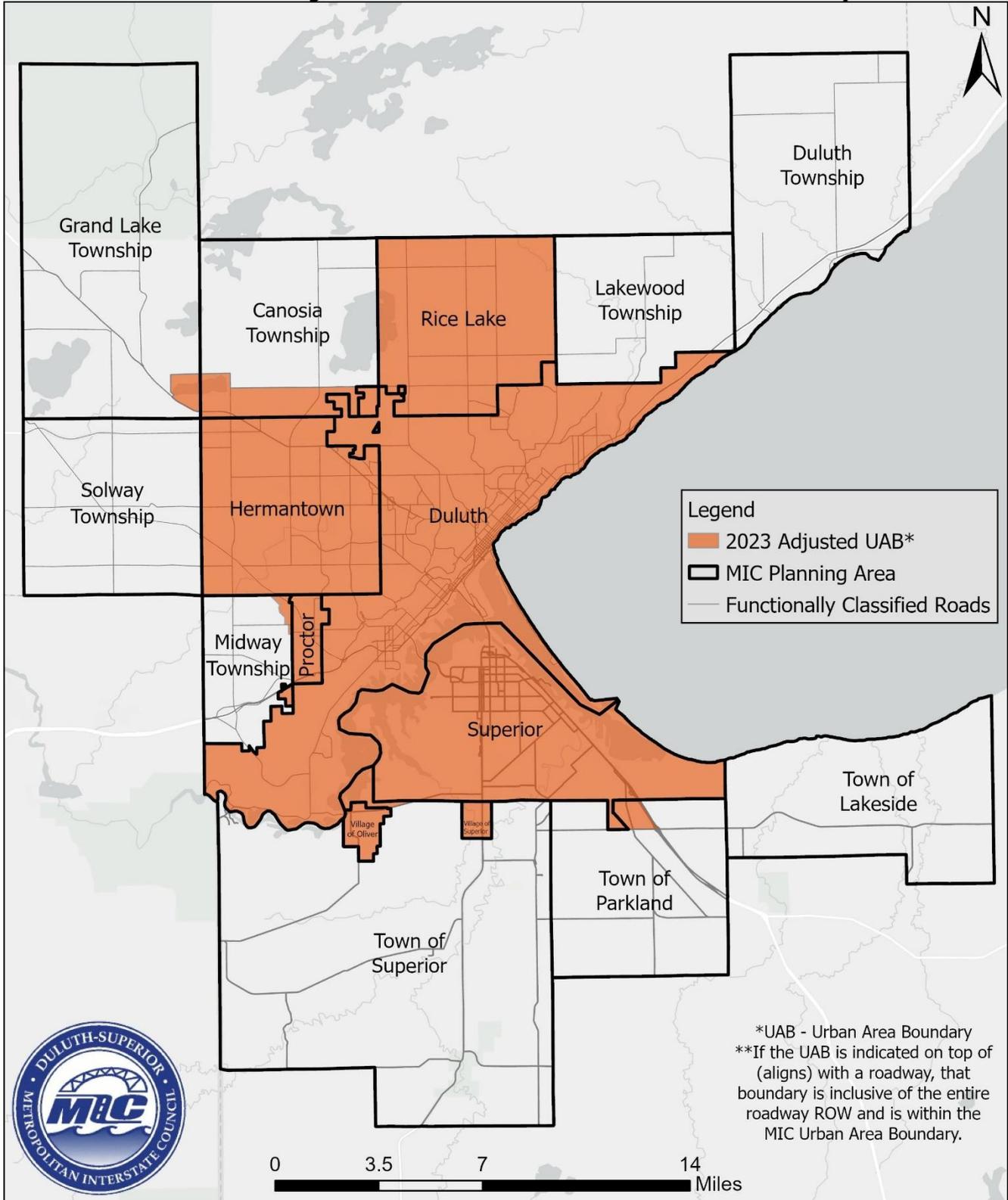
## Bicycle and Pedestrian Advisory Committee (BPAC)

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

## MIC Staff

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

# Duluth-Superior Metropolitan Interstate Council 2023 Adjusted Urban Area Boundary



## MIC Planning Area Population History

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

# Duluth-Superior Metropolitan Interstate Council

## MIC Mission, Purpose and Objectives

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

### **PURPOSE & OBJECTIVES:**

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

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

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

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

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

## Summary of 2025 Key Accomplishments

### 2050 Metropolitan Transportation Plan (MTP)

In 2025, we planned to begin implementing *Sustainable Choices 2050* by promoting its goals, objectives, and overall vision; revising the TIP process; engaging key partners and stakeholders; and developing a methodology to track and report progress. Although staff turnover in the first half of the year prevented us from implementing the latter step, we expect to begin this work in late 2025 and continue through 2026.

Specific key accomplishments to note:

- The MIC's State Transportation Block Grant Program (STBGP) project application was updated to include more information and to better align with the performance-based planning approach adopted in *Sustainable Choices 2050*;
- The MIC's definition of "regionally significant" was updated to provide clarity and consistency with the Duluth- and Superior- area TIPs;
- The MTP's goals, objectives, and overall vision were regularly emphasized in presentations to the Transportation Advisory Committee and MIC Policy Board.

### Title VI & Language Access Plan – 2025 Update

In accordance with federal Title VI requirements and guidance from MnDOT's Office of Civil Rights, MIC staff updated its Title VI Plan, which documents how we will ensure that no person or group of persons shall, on the grounds of race, color, or national origin, be excluded from participation in the MIC's planning activities. The Language Access Plan documents how the MIC will provide meaningful access for persons with limited English proficiency.

The 2025 update of the MIC's Title VI Plan and Language Access Plan was presented to and approved by the MIC Policy Board in August, and subsequently distributed to state DOTs, FHWA and FTA.

### MIC Area Comprehensive Safety Action Plan

The MIC received \$312,500 in federal and state grants (\$250,000 SS4A and \$62,500 MnDOT IJIA Discretionary Match) to develop a comprehensive Safety Action Plan (SAP). This project will build on the Safety Analysis & Strategy and Project Selection work (completed in 2024 under our regular UPWP) to complete the remaining six SAP components.

In 2025, the MIC selected Zan Associates and Alliant Engineering as consultants through a competitive procurement process. Following an August kickoff meeting, other key accomplishments included:

- Comprehensive stakeholder identification;
- Developing a Public Engagement Plan and timeline;
- Convening the project advisory committee;
- Conducting the first of three planned focus groups.

### Roadway Planning and Coordination

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

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

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

## Harbor Planning and Coordination

The MIC continued to provide planning assistance and maintained coordination across federal, state, and local jurisdictions to address intermodal transportation issues and to promote the economic and environmental importance of the Duluth-Superior harbor and St. Louis River estuary.

Key accomplishments included:

- Organizing and co-facilitating quarterly meetings of the 34-member Harbor Technical Advisory Committee (HTAC) through four quarterly meetings, representing diverse stakeholders including federal agencies, environmental regulators, port authorities, and private industry.
- Organizing and co-facilitating four meetings of the Dredging Subcommittee focused on advancing projects to ensure continued federal shipping channel dredging and beneficial use of dredged materials, and on identifying improvements to Erie Pier operations.
- Organizing and co-facilitating two meetings of the Navigation and Safety Subcommittee to address a variety of issues, including establishing a Duluth Ship Canal Concerns Work Group to address several long-standing safety concerns under the lift bridge as well as continued support for the Paddle Safe Twin Ports initiative.

## Transportation Improvement Programs (TIPs) for Duluth and Superior

MIC staff maintained the current 2025-2028 TIPs for Duluth and Superior by processing amendments and administrative modifications in accordance with the Public Engagement Plan.

For the new 2026-2029 Duluth Area TIP, staff completed the full development process, including soliciting and selecting State Transportation Block Grant Program projects, conducting required 30-day public engagement, collecting and addressing public comments, presenting the draft and versions to the TAC and MIC, and securing MIC Policy Board adoption plus state and federal approvals before the 2026 project year.

Other key accomplishments included:

- Developing a comprehensive TIP timeline that outlines monthly tasks and deadlines throughout the year to streamline annual TIP development and coordination.
- Implementation of 2025 TIP Projects by the lead jurisdictions, including:
  - I-35 Bridge Replacements (MnDOT):
    - Pavement resurfacing and bridge rehabilitation of 2.5 miles of interchange ramps and 2.7 miles of off ramps;
    - \$11,269,089 in total project cost, each segment using BFP funds and NHPP funds.
    - Construction activities completed in September.
  - Woodland Avenue Resurface and Rehabilitation – AC Payback (St. Louis County):
    - Pavement resurfacing and rehabilitation, sidewalk improvements, storm sewer and curb and gutter replacement;
    - \$1,627,650 in federal reimbursement for completed construction activities;
    - Construction activities to be completed in last half of 2025.
  - Railroad Street Resurface and Rehabilitation (City of Duluth):
    - Pavement resurfacing, ADA sidewalk improvements, curb and gutter work, traffic signal and street light replacement;
    - \$2,500,000 in total project cost, including STBGP and CRP funds;
    - Bid letting and construction activities in progress this year; majority of work will occur in 2026.

## **Bicycle and Pedestrian Planning**

MIC staff coordinated the Bicycle and Pedestrian Advisory Committee (BPAC) by working with committee leaders to develop agendas and facilitate quarterly meetings. We also worked with BPAC leadership, as the new MIC staff coordinator transitioned into the role, to develop BPAC's strategic direction and to enhance their effectiveness in implementing bicycle and pedestrian plan recommendations. Key accomplishments also included:

- Completing the update of the Duluth-Superior Area Bicycle Transportation Plan in partnership with BPAC leadership and members.
- Presenting the final plan to the MIC Policy Board for adoption in March, followed by
- Adoption by the City of Duluth, establishing it as the official area bicycle plan for future planning efforts.

## **Administration/Program Coordination**

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

- Participated in numerous statewide planning efforts in both Minnesota and Wisconsin.
- UPWP – budget development and approval.
- Initiated complete redesign of dsmic.org to improve its functionality, ease of navigation, visual appeal, and overall visitor experience.
- Began an update of the MIC Policy Board bylaws.
- Attended (virtual) statewide MPO Directors meetings in Madison with the Wisconsin contingent and in St. Paul with the MnDOT and FHWA/FTA contingent.
- Worked with WisDOT, MnDOT, and FHWA to update the Functional Classification for the MIC Planning Area.
- Planned and conducted monthly Policy Board and TAC meetings.
- Participated in meetings as a member of the AMPOs Technical Committee and Washington DC fly-ins with Congressional members.
- Analyzed state and federal issues and reported to the MIC Policy Board concerning the impacts of the federal transportation reauthorization bill and approvals of continuing resolutions.

# Short Range Planning

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**SS4A MIC-Area Safety Action Plan****(402601)**

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

**Background**

The MIC received \$312,500 in federal and state grants (\$250,000 SS4A and \$62,500 MnDOT IJA Discretionary Match) to develop a comprehensive Safety Action Plan (SAP) for the MIC Planning Area. This project, anticipated to take 16-18 months to complete, will build on the Phase 1 work ([Safety Analysis & Strategy and Project Selection](#)) completed in 2024 under our regular UPWP.

An SS4A-funded safety action plan is a comprehensive strategy developed by a local government or region to prevent traffic fatalities and serious injuries, serving as the foundation for receiving funding from the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) grant program. These plans use data analysis and a Safe System Approach to identify and address the most significant roadway safety risks, aiming for a vision of zero deaths and serious injuries on all roads for all users.

**Major Work Activities**

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

- 1. Leadership and Commitment Goal Setting:** Facilitate a process by which official public commitment(s) are made by high-ranking officials (and/or governing bodies) to the long-term goal of eliminating roadway fatalities and serious injuries by a specific date.
- 2. Planning Structure:** Form a representative community advisory committee or task force for oversight of the plan's development, as well as its ongoing implementation and monitoring.
- 3. Safety Analysis:** Update the Phase 1 MIC Area Safety Analysis with recent crash data and qualitative data gathered from the public engagement activities.
- 4. Engagement and Collaboration:** Plan, organize and conduct a robust series of opportunities and events to engage with the public and relevant stakeholders, including public agencies, private sector, and community groups. Analyze and incorporate the input received into the Action Plan, including Project and Strategy Selections (described below).
- 5. Equity Considerations:** Identify and engage with historically underserved communities. The information received from these outreach activities will be analyzed and explicitly incorporated into the Action Plan.
- 6. Project and Strategy Selections:** Review and update the prioritized projects and mitigation strategies from the Phase 1 work completed in 2024, updated with considerations of recent crash data, stakeholder input and equity considerations.
- 7. Policy and Process Changes:** Assess current policies and decision-making processes to identify opportunities to improve traffic safety, consistent with the Safe Systems approach, and with the other MIC-area jurisdictions.

- 8. Progress and Transparency:** Develop methods to measure progress and outcomes on an ongoing basis. At a minimum, this will include annual public and accessible reporting on progress toward reducing roadway fatalities and injuries, and public posting of the Action Plan online.

**Final Product**

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

**Budget: \$125,000 Federal SS4A Grant and MnDOT IIJA Match Program Grant**

**\$39,265 Regular Work Plan Funding Sources**

\$164,265 CY 2026 (500 staff hours; \$39,265 staff budget plus \$125,000 for consultant)

# Ongoing Initiatives

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**Bicycle / Pedestrian Planning, Coordination & Implementation****(402680)**

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

**Background:**

The ISTEA federal legislation passed in 1991 called for metropolitan planning organizations (MPOs) to include bicyclists and pedestrians within the transportation planning process. This prompted the MIC to adopt and regularly update the Bicycle Transportation Plan (previously Metropolitan Bikeways Plan) originally written in 1994 and updated in 2019 and 2025. Additionally, the MIC adopted and updated the Metropolitan Pedestrian Plan (1999, 2021). Developing these plans advances the MIC's goals to improve the bicycle and pedestrian environment in the region. In 2010, the MIC instituted the Bicycle and Pedestrian Advisory Committee (BPAC) in response to SAFETEA-LU (2005) legislation, prompting more MPO input in bike and pedestrian infrastructure issues. With the passage of the IIJA in 2021, funding was increased across a variety of bike/ped programs, and additional language stressing the importance of bike and pedestrian planning going forward.

**Major Work Activities**

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

**Special Projects – Short Range**

**Duluth-Superior Metropolitan Pedestrian Plan Update:** Explore the possibility to merge the Metropolitan Bicycle Plan with the Pedestrian plan to create a single Active Transportation Plan. Work with the BPAC and its subcommittees to update the 2021 Duluth-Superior Metropolitan Pedestrian Plan or an updated pedestrian transportation chapter in an eventual Active

Transportation Plan.

**Duluth Public Schools Safe Routes to School:** Provide technical assistance, planning support, data collection, outreach, and coordination with schools and local roadway jurisdictions on plans, projects and programs. Coordination with Duluth’s ISD 709 Safe Routes to School Coordinator Position (3-year, full-time position), that was recently awarded by MnDOT, to assist with the work of this grant-funded position with work that the MIC has done with regards to Safe Routes to School initiatives within the MPO area. Provide training to parents, school staff, and other community members in performing bicycle and pedestrian counts.

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

**Carbon Reduction Program (CRP) funding:** The MIC, as the local MPO for Duluth and Superior, has oversight regarding the allocation of CRP funds in the MIC Duluth and Superior MPO areas. In this capacity, the MIC facilitates consensus amongst the MIC’s constituent jurisdictions to allocate CRP funds to eligible projects in MPO’s area. MIC staff will use the guidance in the MnDOT Carbon Reduction Strategy to evaluate submitted CRP applications and to communicate the anticipated impacts of selected projects with board members and the public.

**Pedestrian Level of Traffic Stress (PLTS) and Bicycle Level of Traffic Stress (BLTS):** Partner with the City of Duluth to collect data and produce PLTS and/or BLTS maps for the city and/or region. These are two metrics that help with understanding the general travel conditions on and along roadways. A simple algorithm is used to score the level of stress (or conversely, level of comfort) from 1-4 (least stressful to most). Each segment of roadway or trail is assessed a score and maps are created to show the region’s entire roadway and trail network rated based on its stress level for bicyclists or pedestrians. This aids users of different confidence levels in finding routes that are comfortable for them. The end product can be a public-facing GIS web map or physical maps or can be used internally to assess the impact of transportation projects on bicycle or pedestrian travelers.

#### *Final Product*

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

For 2026, this element includes 2.5%, \$11,356.40 of Minnesota FHWA funds, \$1,382.97 of Wisconsin FHWA funds, and \$16,403.71 of Wisconsin FTA funds, set-aside for complete streets and bike/ped projects; these funds will be used through the BPAC and its subcommittees to work with local jurisdictions to provide safe and accessible transportation options within their projects. They will also work towards keeping the MIC Bike Plan and MIC Pedestrian Plan a living document and will make updates when needed.

In addition, for 2027 this element includes 2.5%, \$11,640.31 of Minnesota FHWA funds, \$1,382.97 of Wisconsin FHWA funds, and \$16,403.71 of Wisconsin FTA funds, set-aside for complete streets and bike/ped projects; these funds will be utilized in 2027 similar to the utilization in 2026.

#### *Budget*

\$ 45,232	CY 2026	(MIC Budget includes an estimated 850 staff hours)
\$ 46,773	CY 2027	(MIC Budget includes an estimated 850 staff hours)

**Roadway Planning, Coordination & Implementation**

**(402681)**

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

**Special Projects – Short Range**

**MIC Area Traffic Signal Assessment** – Previously considered in the MICs UPWP, this current effort is exploratory with partner road jurisdictions with the objective of developing one system compatible with all road owners. Assess the technology, operation, management and inter-jurisdictional coordination of signal systems with the intent of providing a safe and efficient movement of all vehicular and non-vehicular traffic.

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

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

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

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

**St Louis County:** Steering committee attendance/input regarding ongoing studies along Midway Road corridor (Pike Lake area) and the entrance to the Duluth airport (Haines Rd and Airport Rd).

**I-35 Community Access Revitalization Study:** MIC staff will assist the City of Duluth, via RFP review and subsequent committee work, in the City’s task of gaining a consultant to undertake the further study of the I-35 corridor in the downtown and West Duluth segments of the freeway. The objective, following the MICs own I-35 Plan of 2023, is to determine the options in these two locations for improved multimodal connectivity: improving neighborhood connections in West Duluth and connecting the business community of the Duluth downtown with Canal Park. The timeline for this project is from 2026-2028.

**Budget**

\$ 40,327	CY 2026 (MIC Budget includes an estimated 450 staff hours)
\$ 45,182	CY 2027 (MIC Budget includes an estimated 575 staff hours)

**Harbor Planning, Coordination & Implementation**

**(402682)**

**Objective:** *MIC staff continue to 1) provide transportation planning, technical assistance, and stakeholder coordination of intermodal transportation issues within and 2) promote the economic and environmental importance of the Duluth-Superior harbor and St. Louis River estuary.*

**Ongoing Work Activities**

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

**Final Product**

Provide staff support to the MIC Harbor Technical Advisory Committee and its subcommittees and work groups at meetings throughout the year. Staff also stays abreast of specific harbor issues and interacts with partners or consultants hired to undertake special studies. Consider updating the Port Land Use Plan in 2026 as suggested by a key partner (its last update was in 2016).

**Budget**

\$ 65,910      CY 2026 (MIC Budget includes an estimated 800 staff hours)  
 \$ 66,433      CY 2027 (MIC Budget includes an estimated 800 staff hours)

**Transit Program Administration, Coordination and Monitoring**

**(402683)**

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

**Major Work Activities**

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

**Special Projects**

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

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

**Budget**

\$ 51,765      CY 2026 (MIC Budget includes an estimated 775 staff hours)  
 \$ 53,162      CY 2027 (MIC Budget includes an estimated 775 staff hours)

**Freight Planning, Coordination & Implementation**

**(402684)**

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

**Major Work Activities**

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

**Budget**

\$ 30,635      CY 2026 (MIC Budget includes an estimated 400 staff hours)  
 \$ 40,937      CY 2027 (MIC Budget includes an estimated 525 staff hours)

# LONG RANGE PLANNING & COORDINATION

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

### Major Work Activities

Long range planning tasks will include:

#### 1. Implementation of 2050 Metropolitan Transportation Plan

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

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

- Update socioeconomic data that is at the foundation of the Duluth-Superior Travel Demand Model, as well as exploring options for improving its associated process, structure, and/or inputs. This will include moving from a TAZ-based model to one that is census block based, in accordance with the new standard of data collection.

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

**3. Minnesota and Wisconsin Statewide Planning Initiatives**

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

**4. Transportation Performance Management**

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

**Final Product**

Implement *Sustainable Choices 2050* through several actions: promoting and supporting its goals, objectives, and overall vision; reporting on progress being made; revising the TIP process; engaging with key partners and stakeholders; updating the Travel Demand Model; and other tasks as described above.

**Budget**

\$ 197,533	CY 2026 (MIC Budget includes 2,220 staff hours and \$30,000 for consultant)
\$ 211,658	CY 2027 (MIC Budget includes 2,325 staff hours and \$30,000 for consultant)

# TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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**Transportation Improvement Programs (TIP)**

**(472026)**

**2026 – 2029 Transportation Improvement Programs (CY 2026), and  
2027 – 2030 Transportation Improvement Programs (CY 2027)**

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

**Ongoing Work Activities**

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

**Special Projects – Short Range**

**TIP Project Change Request Form**

Develop an Amendment/Administrative Modification Request form that Duluth-area jurisdictions can use when proposing changes to the current (approved) TIP project lists. For completion Spring 2026 for use with the Duluth 2026-2029 TIP and future TIPs.

**Final Product**

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

**Budget**

\$ 105,114	CY 2026 (MIC Budget includes an estimated 1,450 staff hours)
\$ 117,073	CY 2027 (MIC Budget includes an estimated 1,575 staff hours)

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# MIC Administration

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## Program Administration, Coordination and Monitoring

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

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

### Major Work Activities Program Administration

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

### Program Coordination

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

### Work Program Development & Monitoring

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

### Statewide and District Planning

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

### Training, Workshops and Conferences

- Attend WISDOT and MNDOT statewide MPO directors' meetings as scheduled.
- Attend various statewide functions or workshops relevant to the MIC.
- Attend workshops that promote staff development. These will take the form of computer software training, personal writing, and speaking courses or similar presentation skills training.
- Attend/participate with Association of Metropolitan Planning Organization (AMPO)'s Board of Directors and other advisory committees throughout the year.  
Spring 2026-27—Annual Board meeting and DC Congressional meetings; Fall 2026-27—National Meeting/Conference; plus meetings of AMPO Tech Committee (virtual and in-person).
- Attend select National Association of Development Organizations (NADO) and American Planning Association (APA) workshops and conferences.
- Continue to implement and conduct staff training as necessary for the MIC's Title VI and LEP requirements.

## Communication Initiatives

We will continue to maintain and update our [dsmic.org](http://dsmic.org) website and employ a range of traditional and online media outlets to effectively communicate with project stakeholders and the public about our transportation planning activities. Additionally, the MIC needs updated photographs of multimodal transportation occurring in the MPO Planning Area to use on our [dsmic.org](http://dsmic.org) website, as well as other public outreach materials. A third-party contractor will be outsourced for this task.

## Public Involvement Plan (PIP)

Following some of the preliminary work done in 2025, the MIC will complete an update of its 2021 PIP in accordance with 23 CFR 450.316, to specify processes and strategies that the MIC will employ to proactively seek full representation from the community, consider public comments and feedback, and incorporate that input into our projects and plans when possible. The updated plan will create a more inclusive and measurable framework for community involvement in our transportation planning processes and ensure consistency with state DOT processes.

## Final Product

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

## Budget

\$ 353,985	CY 2026 (MIC Budget includes an estimated 3,775 staff hours)
\$ 361,541	CY 2027 (MIC Budget includes an estimated 3,775 staff hours)

### MIC Administrative Cost Allocation

**NOTE:**

Beginning with the 2015 CY Budget, the MIC accounts for financial staff time from our host agency (ARDC) in a manner changed from prior years. ARDC administrative staff time is incorporated into our budget in the same manner as any other staff person of the MIC. (Hour estimates for ARDC staff are noted on page vi). A copy of the 2025 ARDC Cost Allocation Plan can be found on our website at: [2026 ARDC Cost Allocation Plan](#).

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

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# 2026 Budget

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**MIC Unified Transportation Planning Work Program**

**2026 Funding Sources**

<b>MINNESOTA</b>	
Consolidated Planning Grant (CPG - Minnesota)	\$659,878
Minnesota State Funds (MnDOT)	\$61,050
Arrowhead Regional Development Commission (ARDC - Match)	\$119,181
<b>MINNESOTA TOTAL</b>	<b>\$840,109</b>
<b>WISCONSIN</b>	
Federal Highway Administration (CPG - Wisconsin) Non-SATO	\$53,939
Federal Highway Administration (CPG-Wisconsin) SATO	\$1,383
Federal Transit Administration (CPG-Wisconsin) SATO	\$16,404
Wisconsin State Funds (CPG Match - WisDOT)	\$3,212
Northwest Regional Planning Commission (Local Match-NWRPC)	\$10,272
Northwest Regional Planning Commission (Local Overmatch)	\$4,447
<b>WISCONSIN TOTAL</b>	<b>\$89,657</b>
<b>MINNESOTA + WISCONSIN FUNDING TOTALS</b>	<b>\$929,766</b>
<b>In addition to the above sources, the Duluth-Superior Metropolitan Interstate Council was also the recipient of a Safe Streets For All Grant, as broken down below.</b>	
<b>Federal Safe Streets For All Grant</b>	
FHWA	\$100,000
MnDOT - IJIA Discretionary Match Program	\$25,000
<b>SS4A TOTAL</b>	<b>\$125,000</b>
<b>TOTAL 2026 REVENUE - ALL SOURCES</b>	<b>\$1,054,766</b>
<i>Anticipated funding levels - subject to change upon further review from all sources.</i>	

Duluth – Superior Metropolitan Interstate Council  
 2026 Transportation Planning Program Elements

Project Type	Project Name	Hours	Salaries	Fringe	Indirect	Direct	Totals*
<b>Short Range</b>							
MIC Area-wide	Safety Action Plan	500	\$ 24,646	\$ 8,626	\$ 3,993	\$ 2,000	\$ 39,265
MIC Area-wide	Metropolitan Bike/Ped Planning	850	\$ 29,906	\$ 10,467	\$ 4,845	\$ 414	\$ 45,632
MIC Area-wide	Harbor Planning	800	\$ 41,575	\$ 14,551	\$ 6,735	\$ 3,049	\$ 65,910
MIC Area-wide	Freight Planning and Coordination	400	\$ 19,905	\$ 6,967	\$ 3,225	\$ 539	\$ 30,635
MIC Area-wide	Transit Planning	775	\$ 34,227	\$ 11,979	\$ 5,545	\$ 114	\$ 51,865
MIC Area-wide	Roadway Planning and Coordination	450	\$ 22,482	\$ 7,869	\$ 3,642	\$ 5,834	\$ 39,827
	<b>SUBTOTAL</b>	<b>3,775</b>	<b>\$ 172,741</b>	<b>\$ 60,459</b>	<b>\$ 27,984</b>	<b>\$ 11,950</b>	<b>\$ 273,134</b>
MIC Area-wide	*Safe Streets for All (Federal/State Grant)	-	\$ -	\$ -	\$ -	\$ 125,000	\$ 125,000
<b>Long Range</b>							
MIC Area-wide	Long Range Planning/Coordination	2,200	\$ 99,051	\$ 34,668	\$ 16,046	\$ 47,768	\$ 197,533
MN & WI	Transportation Improvement Program	1,450	\$ 59,765	\$ 20,918	\$ 9,682	\$ 14,749	\$ 105,114
<b>Administration</b>							
MIC Area-wide	MIC Administration / Coordination	3,775	\$ 186,179	\$ 65,163	\$ 30,161	\$ 72,482	\$ 353,985
	<b>GRAND TOTAL*</b>	<b>11,200</b>	<b>\$ 517,736</b>	<b>\$ 181,208</b>	<b>\$ 83,873</b>	<b>\$ 271,949</b>	<b>\$ 1,054,766</b>

Rounding results in some totals off by \$1

\*Safe Streets for All Grant is exclusive of the CPG funding

**Duluth - Superior Metropolitan Interstate Council**  
**2026 Combined MN/WI Cost Share Allocation Percentage**

	Total (MN/WI)	MN - CPG* Federal	MN-ST Match	MN-L Match	WI -CPG* Federal	WI - ST Match	WI - L Match
<b>Short Range Planning</b>	\$273,134	\$193,850	\$17,934	\$35,011	\$21,071	\$944	\$4,324
	100.00%	70.97%	6.57%	12.82%	7.71%	0.35%	1.58%
<b>Long Range Planning</b>	\$197,533	\$140,194	\$12,970	\$25,321	\$15,239	\$682	\$3,127
	100.00%	70.97%	6.57%	12.82%	7.71%	0.35%	1.58%
<b>Transportation Improvement Program (TIP)</b>	\$105,114	\$74,602	\$6,902	\$13,474	\$8,109	\$363	\$1,664
	100.00%	70.97%	6.57%	12.82%	7.71%	0.35%	1.58%
<b>Administration</b>	\$353,985	\$251,232	\$23,243	\$45,375	\$27,308	\$1,223	\$5,604
	100.00%	70.97%	6.57%	12.82%	7.71%	0.35%	1.58%
<b>Totals</b>	\$929,766	\$659,878	\$61,050	\$119,181	\$71,726	\$3,212	\$14,719
	100.00%	70.97%	6.57%	12.82%	7.71%	0.35%	1.58%

*Rounding results in some totals off by \$1; Wisconsin State Match Actual is 3.58314 and Local Match is 16.41686*

*\*Consolidated Planning Grant*

Duluth-Superior Metropolitan Interstate Council  
 2026 Cost Share Allocation – Minnesota Portion

MIC Project Description	TOTAL COSTS	MN-CPG* FEDERAL (a)	MN - State MATCH (a)	MN - Local MATCH
<b>Short Range Planning</b>	\$246,796	\$193,850	\$17,934	\$35,011
	100.00%	78.55%	7.27%	14.19%
Safe Streets for All (MIC CPG Funding)	\$35,479	\$27,867	\$2,578	\$5,033
Metropolitan Bicycle / Ped Planning	\$40,870	\$32,102	\$2,970	\$5,798
Harbor Planning and Coordination	\$59,554	\$46,778	\$4,328	\$8,449
Freight Planning and Coordination	\$27,681	\$21,742	\$2,012	\$3,927
Transit Planning	\$46,773	\$36,739	\$3,399	\$6,635
Roadway Planning and Coordination	\$36,438	\$28,621	\$2,648	\$5,169
<b>Long Range Planning</b>	\$178,485	\$140,194	\$12,970	\$25,321
	100.00%	78.55%	7.27%	14.19%
<b>Transportation Improvement Program (TIP)</b>	\$94,978	\$74,602	\$6,902	\$13,474
	100.00%	78.55%	7.27%	14.19%
<b>MIC Administration</b>	\$319,850	\$251,232	\$23,243	\$45,375
	100.00%	78.55%	7.27%	14.19%
<b>GRAND TOTALS</b>	\$840,109	\$659,878	\$61,050	\$119,181
	100.00%	78.55%	7.27%	14.19%

Rounding results in some totals off by \$1

\*Consolidated Planning Grant

Duluth-Superior Metropolitan Interstate Council  
 2026 Cost Share Allocation – Wisconsin Portion

MIC Project Description	TOTAL COSTS	WI-CPG* FEDERAL (a)	WI - State MATCH (a)	WI - Local MATCH
<b>Short Range Planning</b>	\$26,338	\$21,071	\$944	\$4,324
	100.00%	80.00%	3.58%	16.42%
Safe Streets for All (MIC CPG Funding)	\$3,786	\$3,029	\$136	\$622
Metropolitan Bicycle / Ped Planning	\$4,362	\$3,489	\$156	\$716
Harbor Planning and Coordination	\$6,356	\$5,085	\$228	\$1,043
Freight Planning and Coordination	\$2,954	\$2,363	\$106	\$485
Transit Planning	\$4,992	\$3,993	\$179	\$819
Roadway Planning and Coordination	\$3,889	\$3,111	\$139	\$638
<b>Long Range Planning</b>	\$19,048	\$15,239	\$682	\$3,127
	100.00%	80.00%	3.58%	16.42%
<b>Transportation Improvement Program (TIP)</b>	\$10,136	\$8,109	\$363	\$1,664
	100.00%	80.00%	3.58%	16.42%
<b>MIC Administration</b>	\$34,135	\$27,308	\$1,223	\$5,604
	100.00%	80.00%	3.58%	16.42%
<b>GRAND TOTALS</b>	\$89,657	\$71,726	\$3,212	\$14,719
	100.00%	80.00%	3.58%	16.42%

Rounding results in some totals off by \$1; Wisconsin State Match Actual is 3.58314 and Local Match is 16.41686

\*Consolidated Planning Grant

2026 Complete Streets MN & WI

2026 MINNESOTA COMPLETE STREETS SET-ASIDE

MPO		Total	Federal	State	Local
Duluth-Superior	Available SATO Funding	\$840,109.00	\$659,878.00	\$61,050.00	\$119,181.00
Non SATO 80/20		\$825,913.50	\$648,521.60	\$61,050.00	\$116,341.90
FHWA 2.5% *	\$11,356.40	\$11,356.40	\$11,356.40	\$0.00	\$0.00
Total		\$837,269.90	\$659,878.00	\$61,050.00	\$116,341.90
PL Dist. Formula - Total		\$2,839.10			\$2,839.10

\*Amount to be spent on Complete Streets activities in 2026.

2026 WISCONSIN COMPLETE STREETS SET-ASIDE

MPO	Available SATO Funding	Total	Federal	State	Local
Duluth-Superior		\$89,657.38	\$71,725.91	\$3,212.55	\$14,718.92
Non-SATO 80/20		\$67,424.03	\$53,939.23	\$3,212.55	\$10,272.25
FHWA 2.5% SATO*	\$1,382.97	\$1,382.97	\$1,382.97	\$0.00	\$0.00
FTA SATO*	\$16,403.71	\$16,403.71	\$16,403.71		
Total	\$17,786.68	\$85,210.71	\$71,725.91	\$3,212.55	\$10,272.25
NWRPC Overmatch		\$4,446.67	\$0.00	\$0.00	\$4,446.67

\*Amount to be spent on Complete Streets activities in 2026.

# 2027 Budget

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## MIC Unified Transportation Planning Work Program

### 2027 Funding Sources

<b>MINNESOTA</b>	
Consolidated Planning Grant (CPG - Minnesota)	\$676,375
Minnesota State Funds (MnDOT)	\$53,420
Arrowhead Regional Development Commission (ARDC - Match)	\$123,306
<b>MINNESOTA TOTAL</b>	<b>\$853,101</b>
<b>WISCONSIN</b>	
Federal Highway Administration (CPG - Wisconsin) Non-SATO	\$53,939
Federal Highway Administration (CPG-Wisconsin) SATO	\$1,383
Federal Transit Administration (CPG-Wisconsin) SATO	\$16,404
Wisconsin State Funds (CPG Match - WisDOT)	\$3,212
Northwest Regional Planning Commission (Local Match-NWRPC)	\$10,272
Northwest Regional Planning Commission (Local Overmatch)	\$4,447
<b>WISCONSIN TOTAL</b>	<b>\$89,657</b>
<b>MINNESOTA + WISCONSIN FUNDING TOTALS</b>	<b>\$942,758</b>
<i>Anticipated funding levels - subject to change upon further review from all sources.</i>	

**Duluth – Superior Metropolitan Interstate Council**  
**2027 Transportation Planning Program Elements**

Project Type	Project Name	Hours	Salaries	Fringe	Indirect	Direct	Totals
<b>Short Range</b>							
MIC Area-wide	Metropolitan Bike/Ped Planning	850	\$ 30,654	\$ 10,729	\$ 4,966	\$ 424	\$ 46,773
MIC Area-wide	Harbor Planning	800	\$ 42,614	\$ 14,915	\$ 6,904	\$ 2,000	\$ 66,433
MIC Area-wide	Freight Planning and Coordination	525	\$ 26,718	\$ 9,351	\$ 4,328	\$ 539	\$ 40,937
MIC Area-wide	Transit Planning	775	\$ 35,083	\$ 12,279	\$ 5,683	\$ 117	\$ 53,162
MIC Area-wide	Roadway Planning and Coordination	575	\$ 29,360	\$ 10,276	\$ 4,756	\$ 791	\$ 45,182
	<b>SUBTOTAL</b>	<b>3,525</b>	<b>\$ 164,428</b>	<b>\$ 57,550</b>	<b>\$ 26,637</b>	<b>\$ 3,871</b>	<b>\$ 252,486</b>
<b>Long Range</b>							
MIC Area-wide	Long Range Planning/Coordination	2,325	\$ 107,843	\$ 37,745	\$ 17,471	\$ 48,600	\$ 211,658
MN & WI	Transportation Improvement Program	1,575	\$ 67,575	\$ 23,651	\$ 10,947	\$ 14,900	\$ 117,073
<b>Administration</b>						\$ -	
MIC Area-wide	MIC Administration / Coordination	3,775	\$ 190,833	\$ 66,792	\$ 30,915	\$ 73,000	\$ 361,541
	<b>GRAND TOTAL*</b>	<b>11,200</b>	<b>\$ 530,679</b>	<b>\$ 185,738</b>	<b>\$ 85,970</b>	<b>\$ 140,370</b>	<b>\$ 942,758</b>

*Rounding results in some totals off by \$1*

**Duluth - Superior Metropolitan Interstate Council**  
**2027 Combined MN/WI Cost Share Allocation Percentage**

	Total	MN - CPG*	MN-ST	MN-L	WI -CPG*	WI - ST	WI - L
	(MN/WI)	Federal	Match	Match	Federal	Match	Match
<b>Short Range Planning</b>	\$ 252,486	\$ 181,144	\$ 14,307	\$ 33,023	\$ 19,209	\$ 860	\$ 3,942
	100.00%	71.74%	5.67%	13.08%	7.61%	0.34%	1.56%
<b>Long Range Planning</b>	\$ 211,658	\$ 151,853	\$ 11,993	\$ 27,683	\$ 16,103	\$ 721	\$ 3,305
	100.00%	71.74%	5.67%	13.08%	7.61%	0.34%	1.56%
<b>TIP</b>	\$ 117,073	\$ 83,993	\$ 6,634	\$ 15,312	\$ 8,907	\$ 399	\$ 1,828
	100.00%	71.74%	5.67%	13.08%	7.61%	0.34%	1.56%
<b>Administration</b>	\$ 361,541	\$ 259,385	\$ 20,486	\$ 47,287	\$ 27,506	\$ 1,232	\$ 5,645
	100.00%	71.74%	5.67%	13.08%	7.61%	0.34%	1.56%
<b>Totals</b>	\$ 942,758	\$ 676,375	\$ 53,420	\$ 123,306	\$ 71,726	\$ 3,212	\$ 14,719
	100.00%	71.74%	5.67%	13.08%	7.61%	0.34%	1.56%

*Rounding results in some totals off by \$1; Wisconsin State Match Actual is 3.58314 and Local Match is 16.41686*

*\*Consolidated Planning Grant*

**Duluth-Superior Metropolitan Interstate Council**  
**2027 Cost Share Allocation – Minnesota Portion**

MIC Project Description	TOTAL COSTS	MN-CPG* FEDERAL (a)	MN - State MATCH (a)	MN - Local MATCH
<b>Short Range Planning</b>	\$228,475	\$181,144	\$14,307	\$33,023
	100.00%	79.28%	6.26%	14.45%
Metropolitan Bicycle / Ped Planning	\$42,325	\$33,557	\$2,650	\$6,118
Harbor Planning and Coordination	\$60,115	\$47,662	\$3,764	\$8,689
Freight Planning and Coordination	\$37,044	\$29,370	\$2,320	\$5,354
Transit Planning	\$48,106	\$38,140	\$3,012	\$6,953
Roadway Planning and Coordination	\$40,886	\$32,416	\$2,560	\$5,910
<b>Long Range Planning</b>	\$191,529	\$151,853	\$11,993	\$27,683
	100.00%	79.28%	6.26%	14.45%
<b>Transportation Improvement Program (TIP)</b>	\$105,939	\$83,993	\$6,634	\$15,312
	100.00%	79.28%	6.26%	14.45%
<b>MIC Administration</b>	\$327,158	\$259,385	\$20,486	\$47,287
	100.00%	79.28%	6.26%	14.45%
<b>GRAND TOTALS</b>	\$853,101	\$676,375	\$53,420	\$123,306
	100.00%	79.28%	6.26%	14.45%

*Rounding results in some totals off by \$1*

*\*Consolidated Planning Grant*

**Duluth-Superior Metropolitan Interstate Council**  
**2027 Cost Share Allocation – Wisconsin Portion**

MIC Project Description	TOTAL COSTS	WI-CPG* FEDERAL (a)	WI - State MATCH (a)	WI - Local MATCH
<b>Short Range Planning</b>	\$24,012	\$19,209	\$860	\$3,942
	100.00%	80.00%	3.58%	16.42%
Metropolitan Bicycle / Ped Planning	\$4,448	\$3,559	\$159	\$730
Harbor Planning and Coordination	\$6,318	\$5,054	\$226	\$1,037
Freight Planning and Coordination	\$3,893	\$3,115	\$139	\$639
Transit Planning	\$5,056	\$4,045	\$181	\$830
Roadway Planning and Coordination	\$4,297	\$3,438	\$154	\$705
<b>Long Range Planning</b>	\$20,129	\$16,103	\$721	\$3,305
	100.00%	80.00%	3.58%	16.42%
<b>Transportation Improvement Program (TIP)</b>	\$11,134	\$8,907	\$399	\$1,828
	100.00%	80.00%	3.58%	16.42%
<b>MIC Administration</b>	\$34,383	\$27,506	\$1,232	\$5,645
	100.00%	80.00%	3.58%	16.42%
<b>GRAND TOTALS</b>	\$89,657	\$71,726	\$3,212	\$14,719
	100.00%	80.00%	3.58%	16.42%

*Rounding results in some totals off by \$1; Wisconsin State Match Actual is 3.58314 and Local Match is 16.41686*

*\*Consolidated Planning Grant*

2027 COMPLETE STREETS MN & WI

2026 MINNESOTA COMPLETE STREETS SET-ASIDE

MPO		Total	Federal	State	Local
Duluth-Superior	Available SATO Funding	\$853,100.95	\$676,374.95	\$53,420.00	\$123,306.00
Non-SATO 80/20		\$838,550.56	\$664,734.64	\$53,420.00	\$120,395.92
FHWA 2.5% *	\$11,640.31	\$11,640.31	\$11,640.31	\$0.00	\$0.00
Total		\$850,190.87	\$676,374.95	\$53,420.00	\$120,395.92
PL Dist. Formula - Total		\$2,910.08			\$2,910.08

\*Amount to be spent on Complete Streets activities in 2027.

2027 WISCONSIN COMPLETE STREETS SET-ASIDE

MPO	Available SATO Funding	Total	Federal	State	Local
Duluth-Superior		\$89,657.38	\$71,725.91	\$3,212.55	\$14,718.92
Non-SATO 80/20		\$67,424.03	\$53,939.23	\$3,212.55	\$10,272.25
FHWA 2.5% SATO *	\$1,382.97	\$1,382.97	\$1,382.97	\$0.00	\$0.00
FTA SATO*	\$16,403.71	\$16,403.71	\$16,403.71		
Total	\$17,786.68	\$85,210.71	\$71,725.91	\$3,212.55	\$10,272.25
NWRPC Overmatch		\$4,446.67	\$0.00	\$0.00	\$4,446.67

\*Amount to be spent on Complete Streets activities in 2027.

# Appendix

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## MPO Planning Priorities and Planning Factors

### Planning Priorities

The MIC's planning priorities address the most critical transportation needs identified in the Duluth-Superior area, consistent with local jurisdictions' comprehensive plans. These priorities also align with federal and state transportation planning goals. The Infrastructure Investment and Jobs Act (IIJA) provides significant funding opportunities that support these priorities, while MnDOT and WisDOT modal and highway investment plans, along with the MIC's Long-Range Metropolitan Transportation Plan, [Sustainable Choices 2050](#), provide comprehensive policy direction. This coordinated approach enables the greater metropolitan area to work cooperatively in developing a well-maintained, integrated, accessible, and multi-modal transportation system that safely and efficiently moves people and freight.

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

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

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

## Metropolitan Planning Factors

[23 U.S.C. 134](#) and [49 U.S.C. 5303](#) set forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process that provides for consideration and implementation of projects, strategies, and services that will address the following factors:

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

### Metropolitan Planning Factors\* in the MIC's 2026-2027 UPWP

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

### Minnesota MPO Unified Planning Work Program Checklist

MPO: Duluth-Superior Metropolitan Interstate Council UPWP website: dsmic.com  
MPO Contact name: Ron Chicka Phone: 218.529.7506 Email: rchicka@ardc.org  
UPWP time period: 1.01.26 to 12.31.27

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

<b>Regulatory Citation</b> <small>(23 CFR, except when noted otherwise)</small>	<b>Key Item</b>	<b>Review Guidance / Description</b>	<b>Included in UPWP?</b>	<b>If yes, which page(s)?</b>	<b>Comments</b>
420.111	Cover Page	Include MPO name	<u>Yes</u>	i	
		Include calendar years covered by the UPWP	<u>Yes</u>	i	
450.308(c)	Title Page	Include MPO name	Yes	iii	
		Include calendar years covered by the UPWP	Yes	iii	
		Identify MPO contact person, including name, phone number and email address	Yes	iii	
		Identify the agencies providing funds for the UPWP; Option to include agency logos for easier identification	Yes	iii	
		Include a USDOT disclaimer noting that the document was prepared with federal funds but does not reflect the views or policies of the United States Department of Transportation	Yes	iii	
Best practice	Introduction	Include a table of contents	Yes	v	
		Include a fully executed MPO resolution approving the UPWP	Yes	63	
		Include a fully executed federal self-certification document	Yes	63	
Best practice	Map	Include a map showing MPO urbanized boundary and the Planning Area boundary	Yes	3	

<b>Regulatory Citation</b> (23 CFR, except when noted otherwise)	<b>Key Item</b>	<b>Review Guidance / Description</b>	<b>Included in UPWP?</b>	<b>If yes, which page(s)?</b>	<b>Comments</b>
Best practice	Staff	List primary MPO staff by name and title	Yes	2	
Best practice	MPO membership	List of all policy board members, including names and affiliations	Yes	1	
		List of all technical advisory members, including names and affiliations	Yes	1	
		List of all technical committee(s) members, including names and affiliations (i.e., bicycle and pedestrian or harbor committees)	Yes	2	
450.308(b)	Previous year's accomplishments	Summarize the MPO's previous year's accomplishments. This may include major studies completed, number of TIP/MTP amendments, Title VI and environmental justice related activities etc.	Yes	6	
Best practice	Meetings	List all proposed policy board meeting dates	Yes	66, 67	
		List all proposed technical advisory committee and all technical committee meeting dates	Yes	66, 67	
		Include a note that meeting dates are subject to change	Yes	66, 67	
450.308(c)	Federal Planning Factors	Discuss the planning priorities for the MPO and the ten federal planning factors	Yes	53	
450.308(c); 420.111(b)(1)	Funding	Include a summary budget table which identifies participating agencies with respective funding commitments by task with line and column totals	Yes	40, 41	
		Include a funding source table which lists current funding by program source for each task with totals	Yes	40, 41	
		Include a funding summary table that shows: federal share by type of	Yes	37	

Regulatory Citation (23 CFR, except when noted otherwise)	Key Item	Review Guidance / Description		Included in UPWP?	If yes, which page(s)?	Comments
		fund, matching rate by type of fund, state and/or local matching share, and other state and local funds				
420.113	Eligible Expenses	Include a cost allocation plan or link to MPO's cost allocation plan		Yes	33	
		Ensure all costs are eligible under the Metropolitan Planning funds		Yes		
450.308(c); 450.308(c); 420.111(b)(1)	Work Plan Elements  Best practice examples: <ul style="list-style-type: none"> <li>• Portland, OR - <a href="#">Oregon Metro 2022 UPWP</a></li> <li>• Omaha, NE - <a href="#">MAPA FY2021 UPWP</a></li> <li>• Southeastern Wisconsin MPO - <a href="#">SEWRPC 2022 Overall Work Program</a></li> </ul>	Task Identification	Include task number and title	Yes	11-32	
		Purpose	Discuss the purpose of the work element and/or individual work item/activity with at least two objectives	Yes	11-32	
		Description	Include a brief description of each individual work item/activity in sufficient detail to indicate who (e.g., MPO, State, public transportation operator, local government, or consultant) will perform the work	Yes	11-32	
		Final product(s)	Identify in sufficient detail the resulting products	Yes	11-32	
		Hours	Estimate the number of hours for work activities	Yes	38	
		Schedule	Include insufficient detail the schedule for completing the work (i.e., estimated milestone or	Yes		



<b>Regulatory Citation</b> <small>(23 CFR, except when noted otherwise)</small>	<b>Key Item</b>	<b>Review Guidance / Description</b>	<b>Included in UPWP?</b>	<b>If yes, which page(s)?</b>	<b>Comments</b>
<a href="#">U.S.C. 2000d et seq.</a>					
<a href="#">Executive Order 13166</a>	Language Access Plan	Ensure document complies with Limited English Proficiency requirements	Yes		
<a href="#">Americans with Disabilities Act Title II</a>	ADA compliance	Ensure document is accessible	Yes		
IIJA – new ruling	2.5% Safe & Accessible Fund set-aside	Identify Safe & Accessible Transportation Option set-aside activities are  This needs to account for a minimum of 2.5% of the MPO federal funds	Yes	15,16	

MPO comments:

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## Wisconsin MPO Unified Planning Work Program Checklist

	COVER PAGE	Check
1	Name of MPO agency and area represented	lii, 3
2	FY of UPWP	i
3	Contact Information for MPO	iii
	TITLE PAGE	iii
4	Name of MPO Agency and area represented	lii, 3
5	Contact person and information	iii
6	FY of UPWP	iii
7	Agencies providing funds or support – including agencies Logos	iii
8	USDOT Disclaimer	iii
	INTRODUCTION/PREFACE	
9	Table of Contents	v
10	MPO Approval Resolution-signed	63
11	Self Certification-signed	63
12	Prospectus	N/A
13	Committee Lists-responsibilities, meetings	1,2
14	Staff-names, positions and responsibilities with percentage of time they will	2
15	Map-Regional MPO Coverage Area	3
a.	Planning Boundary	3
b.	Urbanized Area Boundary	3
c. *	Air Quality Boundary	N/A
16	Eight Planning Factors	53, 54
17	UPWP	
a.	Definition of UPWP purpose	5
b.	Summary of previous Year's Accomplishments	6
c.	Status of current activities	Refer to Quarterly Reports
18	WORK ELEMENTS (Description of major work products and tasks)	11-32
a.	UPWP	1-32
b.	Administration	31
c.	TIP – Development/Maintenance	27
d.	LRTP – Development/Maintenance	23
e. *	Congestion Management Process/ITS	N/A
f. *	Transit Planning	19

MPO UPWP Checklist, continued...

g.	Multimodal Planning	
	i). Bicycle/Pedestrian	15
*	ii). * Intermodal Freight	20
*	iii). * Intermodal Passenger	19
h. *	Air Quality Planning	N/A
	i). Modeling	27
*	iii). * Intermodal Passenger	18
*	ii). CMAQ Application Process	N/A
i.	Public Involvement plan – Update	N/A
j.	Surveillance (Data Collection)	N/A
k.	Project/Corridor Studies	N/A
l.	Special Studies	N/A
m.	TSM/TDM Planning	11-27
n.	TE Planning	N/A
19	Performance Management	27
20	Summary of Budget Revenues	37
Table 1	Budget Summary	39
Table 2	Funding Sources	37
21	Indirect Cost Allocation Plan	33
	Direct Costs – see Cost Allocation Plan	
	Indirect Costs – see Cost Allocation Plan	
	Indirect Cost Rate Proposal – see Cost Allocation Plan	
22	Carry-over of unspent funds	N/A
23	Current Signed Title VI Nondiscrimination Agreement <i>(In the Title VI document)</i>	<a href="#">Title</a>
24	Link to current Title VI Program	<a href="#">Title</a>
25	Annual Meeting Schedule	66-67

\* Denotes items present on as ‘as needed’ basis

N/A = not applicable

## MIC Board Resolution #25-15

### RESOLUTION #25-15

OF THE

#### DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

*Adopting the CY 2026-2027 Metropolitan Interstate Council Unified Planning Work Program and Budget and Recommending that the Arrowhead Regional Development Commission Authorize Entering into Contracts with the Minnesota and Wisconsin Departments of Transportation for Support of the MIC's Unified Transportation Planning Work Program for 2026-2027.*

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

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

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

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

**WHEREAS**, a Unified Planning Work Program and Budget (UPWP) identifying the transportation planning priorities and activities to be carried out within the MIC planning area for CY 2026-2027 has been developed with input from MnDOT, WisDOT, NWRPC, the Duluth Transit Authority (DTA) and MIC area jurisdictions and has been recommended for approval by the MIC' Transportation Advisory Committee (TAC); and

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that the MIC adopts the Unified Transportation Planning Work Program and Budget for Calendar Years 2026-2027 and recommends that the Arrowhead Regional Development Commission authorize entering into contracts with the Minnesota and Wisconsin Departments of Transportation for support of the MIC Transportation Planning Work Program for 2026-2027. All contracts shall be consistent with ARDC's budget and personnel limitations and subject to legal counsel review.

ATTEST:



Nick Baker, Policy Board Co-Chair



Wayne Boucher, Policy Board Co-Chair



Ron Chicka, MIC Director

October 15, 2025

Date

**ARROWHEAD REGIONAL DEVELOPMENT COMMISSION**

**Commission Meeting**

**RESOLUTION**

*Authorizing ARDC to Enter into Agreements with the Minnesota Department of Transportation and the Northwest Regional Planning Commission for Federal and State Planning Funds for Support of Work Program Activities by the Metropolitan Interstate Council for Calendar Year 2026-2027.*

**WHEREAS**, the Duluth-Superior Metropolitan Interstate Council (MIC) was created by the Arrowhead Regional Development Commission (ARDC) and the Northwest Regional Planning Commission (NWRPC) as the urban transportation planning organization for the Duluth-Superior area; and

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

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

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

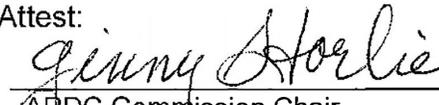
**WHEREAS**, the MIC develops and annually adopts a work program to guide the work activities of urban transportation planning; and

**WHEREAS**, the MIC 2026-2027 Unified Transportation Planning Work Program and Budget has been approved by the MIC Policy Board, with input from its Transportation Advisory Committee (TAC), MnDOT, WisDOT, NWRPC, the Duluth Transit Authority (DTA) and MIC area jurisdictions; and

**WHEREAS**, the 2026-2027 MIC budget has been included in on-going discussions between the MIC and ARDC, and future mutual discussions of MIC budgets are anticipated;

**NOW, THEREFORE, BE IT RESOLVED**, that the ARDC Commission hereby authorizes ARDC's Executive Director and MIC Director to enter into agreements and amendments with MnDOT and Northwest Regional Planning Commission (NWRPC) for ARDC's portion of the financial match for the MIC's Transportation Planning Work Program for 2026-2027. This contract and all future contracts shall be consistent with ARDC's budget and personnel limitations and subject to review by legal counsel.

Attest:

  
ARDC Commission Chair

  
MIC Director

  
ARDC Commission Officer

October 16, 2025  
Date



Northwest Regional Planning Commission

**NWRPC**

*keeping your future as our focus*

Serving communities within and counties of  
ASHLAND, BAYFIELD, BURNETT,  
DOUGLAS, IRON, PRICE, RUSK, SAWYER,  
TAYLOR, & WASHBURN

And the Tribal Nations of  
BAD RIVER, LAC COURTE ORIELLES, LAC DU  
FLAMBEAU, RED CLIFF, & ST. CROIX

**RESOLUTION #25-07**

**Authorizing NWRPC to Enter into Agreements with the Wisconsin Department of Transportation for Federal and State Planning Funds for Support of Work Program Activities by the Metropolitan Interstate Council for Calendar Year 2026-2027 and Approval of the MIC Transportation Planning Work Program for 2026-2027.**

WHEREAS, the Duluth-Superior Metropolitan Interstate Council (MIC) was created by the Northwest Regional Planning Commission (NWRPC) and the Arrowhead Regional Development Commission (ARDC) as the urban transportation planning organization for the Duluth-Superior area; and

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

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

WHEREAS, annual NWRPC match funds are allocated to the MIC program; and

WHEREAS, the MIC develops and annually adopts a work program to guide the work activities of urban transportation planning across the bi-state metropolitan planning area; and

WHEREAS, the MIC 2026-2027 Unified Transportation Planning Work Program and Budget has been approved by the MIC Policy Board at its October 15, 2025 meeting with input from its Transportation Advisory Committee (TAC), MnDOT, WisDOT, ARDC, NWRPC, the Duluth Transit Authority (DTA) and MIC area jurisdictions; and

WHEREAS, the 2026-2027 MIC budget has been included in on-going discussions between the MIC, NWRPC, and ARDC, and future mutual discussions of MIC budgets are anticipated.

NOW, THEREFORE, BE IT RESOLVED, that the NWRPC Executive Committee hereby approves the MIC's Transportation Planning Work Program for 2026-2027.

Adopted this 29<sup>th</sup> day of October 2025.

Mark Liebaert, NWRPC Vice Chairman

Witnessed by

## 2026 Meeting Calendar

Day/Date	Time	Group	Location	Day/Date	Time	Group	Location
<b>January</b>				<b>July</b>			
Tue, Jan 20	1:30 PM	TAC	MnDOT	<i>Mid-Year Review/date subject to change</i>			
Wed, Jan 21	6:00 PM	MIC	Lyric Conference Center	Wed, July 15			WisDOT In Person or Virtual
<b>February</b>				<b>August</b>			
Thurs, Feb 5	2:30 PM	BPAC	ARDC Arrowhead Room	<i>No Board or committee meetings during July</i>			
Tue, Feb 17	1:30 PM	TAC	Superior Public Library	Thurs, Aug 6	2:30 PM	BPAC	MnDOT
Wed, Feb 18	6:00 PM	MIC	Douglas County	Tue, Aug 18	1:30 PM	TAC	Duluth Airport
<b>March</b>				Wed, Aug 19	6:00 PM	MIC	Proctor City Hall
Wed, Mar 4	9:00 AM	HTAC	Inn on Lake Superior or TB	<b>September</b>			
Tue, Mar 17	1:30 PM	TAC	MnDOT	Wed, Sept 2	9:00 AM	HTAC	Duluth Airport
Wed, Mar 18	6:00 PM	MIC	Lyric Conference Center	Tue, Sept 15	1:30 PM	TAC	MnDOT
<b>April</b>				Wed, Sept 16	6:00 PM	MIC	Hermantown Training Center
Tue, Apr 14	1:30 PM	TAC	Superior Public Library	<b>October</b>			
Wed, Apr 15	6:00 PM	MIC	Northwood Technical College	Tue, Oct 20	1:30 PM	TAC	WisDOT
<b>May</b>				Wed, Oct 21	6:00 PM	MIC	Northwood Technical College
Thurs, May 7	2:30 PM	BPAC	MnDOT	<b>November</b>			
Tue, May 19	1:30 PM	TAC	MnDOT	Thurs, Nov 5	2:30 PM	BPAC	MnDOT
Wed, May 20	6:00 PM	MIC	Hermantown Training Cntr	<i>No other Board or committee meeting during November</i>			
<b>June</b>				<b>December</b>			
Wed, June 3	9:00 AM	HTAC	Barkers Island Inn	Wed, Dec 2	9:00 AM	HTAC	Northwood Technical College
Tue, June 16	1:30 PM	TAC	WisDOT	Tue, Dec 8	1:30 PM	TAC	WisDOT
Wed, June 17	6:00 PM	MIC	Douglas County	Wed, Dec 9	6:00 PM	MIC	Northwood Technical College

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

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

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

## 2027 Meeting Calendar

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

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