



2030 STBG Project Application Evaluation Summary

Reconstruction of Hermantown Road From Okerstrom Road to CSAH 91 (Haines Rd)

This summary results from the 2030 Surface Transportation Block Grant (STBG) program Project Application Evaluation Process used to review and evaluate STBG applications received from eligible jurisdictions in the MIC area during the open submittal period that ended January 9, 2026.

The purpose of the review and evaluation is 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. The purpose of this summary is to be a supplemental aid in addition to the application materials for MIC Policy Board members and other interested people to use in reviewing the proposed project, and better understand what is being proposed.

Lead Agency or Jurisdiction: City of Hermantown

Project Location: MSAS 102 (Hermantown Road) from Okerstrom Road to CSAH 91 (Haines Road)

Plain Language Project Description & Summary of Purpose or Need: Reconstruction of Hermantown Road between Okerstrom Road and Haines Road. To serve recent and future development, provide safety improvements, and provide crossings and connection to an existing trail.

Estimated Total Project Cost = \$4,800,000

Amount of STBG Funding Requested = \$897,000

Is the proposed project listed in the Sustainable Choices 2050 project list? Yes

MTP Project # MN-04-02

Proposed project consistency with the Goals, Objectives, and Performance Measures of Sustainable Choices 2050: The project will help meet 17 of the 26 Objectives of Sustainable Choices 2050, including at least 2 objectives under all 5 goals.

The applicant has identified that the project will help make progress in meeting all 5 of the PM1 Safety targets in Sustainable Choices 2050 by: Improving intersections and adding sidewalks to the roadway, which will connect to the city trail system. This will encourage pedestrian and bike traffic to travel off-street when accessing the trails.

Based on the application, the proposed project will help bring the vision of Sustainable Choices 2050 to life through the following:

- The Duluth-Superior area's most vulnerable users of the transportation system will be served by improved off-street bicycle and pedestrian accommodations.
- This investment in reconstructing the roadway creates reliable transportation options for users of all modes by improving the condition of the roadway while creating expanded space for non-drivers.



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- Connecting this portion of Hermantown Road to the existing trail system enhances connectivity with key current community resources and will connect future development along this project to the current trail system.
- Expanding active transportation options encourages a more physically active routine which promotes better public health.
- Coordinating the expansion of active transportation options with land use planning of adjacent areas is more sustainable, fuel efficient, and helps to minimize, avoid, or mitigate negative environmental impacts.
- Providing separated space for drivers and non-driving roadway users helps to contribute to achieving PM1 targets to reduce the rate of serious injuries. The Federal Highways Administration's Proven Safety Countermeasures include separated walkways and bikeways, this project proposes to include a facility to accomplish both.

Questions sent by MIC staff to the applicant and answers received:

Q – Are there any upcoming public engagement activities?

A – The city will host a series of public meetings for this project, likely in early 2027 when we have a consultant on board.



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Introduction

This application form is used to request 2030 Surface Transportation Block Grant (STBG) Program funding for a transportation project on the Minnesota side of the [MIC Planning Area](#). Applications are due January 9, 2026.

Eligibility

Only eligible jurisdictions may apply. An eligible jurisdiction is a state agency, county, transit authority, regional rail authority, tribal government, or city, township, or village with a population over 5000 that is within the Duluth-Superior Metropolitan Interstate Council (MIC) planning area.

Cities and townships with a population under 5000 people may submit projects but need to be sponsored by an eligible jurisdiction.

Evaluation Process

The MIC will review each application for required consistency with the MIC's long range Metropolitan Transportation Plan (MTP), [Sustainable Choices 2050](#), specifically its [regional goals and objectives](#), and [listed projects](#), and to understand how the proposed project will improve the area's [multimodal network](#) and contribute to achieving the MIC's adopted [performance measure targets](#).

Public Engagement and Planning Support

The MIC also asks jurisdictions to submit visualizations (e.g., maps, photos, project renderings, or other graphics) to assist with requirements to improve public understanding during the development of the TIP.

Providing planning support for the project is also a requirement of the application. Planning support could include local, state, or regional plans that identify the project or corridor as a priority for improvements. Planning support could also include FHWA or FTA sites, a MnDOT study, or other study identifying the selected strategies as best practice for addressing the identified needs.

The submitted application materials will be posted on the [dsmic.org](#) website in January for public input. In February, they will also be presented to the MIC Policy Board for approval to include them as new (2030) projects in the draft 2027-2030 Duluth Area TIP.

Project Status Report

When the project is completed, the jurisdiction will be asked to submit a status report verifying how the MTP goals and objectives, performance measures, and multimodal improvements were achieved with the completion of the project.



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2027-2030 Duluth Area TIP Development Timeline

- November 20, 2025:** **Pre-application meetings:** Representatives from jurisdictions eligible for federal transportation funding participate in this meeting with MIC staff to discuss the 2030 STBG funding, application process, and potential projects.
- December 1, 2025:** **Application form distributed** by email to eligible jurisdictions.
- January 9, 2026:** **Project applications due.** MIC staff will review project applications and will follow up, if needed, for clarification or to obtain missing or incomplete items.
- February 17-18, 2026:** **Proposed projects will be presented to the TAC and MIC Board** for inclusion in the draft 2027-2030 Duluth Area TIP and for submittal to the Northeast Minnesota Area Transportation Partnership (ATP). At least one representative from the submitting jurisdiction's staff needs to be present at the MIC Board meeting to answer technical project questions.
- June 1, 2026:** **Preliminary draft TIP** will be sent to TAC members for review prior to public release.
- June 17, 2026:** **Draft TIP** is released for 30-day public comment period in July and August.
- September 15-16, 2026:** **Final TIP** is presented to the TAC and MIC Board for approval.

2030 Project Application Directions

- Fill out sections A-D on the pages that follow. Save as a Word document titled "2030 STBG Project Application Form_Jurisdiction Name."
- Submit completed application by email to Eli Norlander at enorlander@ardc.org by Friday, January 9, 2026. Attach your application document to the email and include any PDFs or JPGs of project visualizations (referenced in section D4) as additional attachments.

Questions? Contact MIC Transportation Planner, Eli Norlander, at enorlander@ardc.org or (218) 529-7556.



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A. Contact Information

- 1. **Lead Agency/Jurisdiction:** City of Hermantown
 - a. **Contact Name:** John Mulder
 - b. **Email Address:** jmulder@hermantownmn.com
 - c. **Phone #:** 218-729-3600
 - d. **Other responsible agency (if applicable):** Click or tap here to enter text.

B. Project Information

1. Project Description

a. Technical project description:

Reconstruction of MSAS 102 (Hermantown Road) from Okerstrom Road to CSAH 91 (Haines Road).

b. Plain language project description:

Reconstruction of Hermantown Road between Okerstrom Road and Haines Road.

c. Project purpose and need (Describe transportation deficiency or issue and how it will be addressed):

recent and future development, safety improvements, trail crossing and connectors

d. Is this project associated with/tied to any other projects?

<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Yes – List projects and/or state project numbers: Click or tap here to enter text.
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e. Planned year of project: 2030

2. Project Location

a. Route name (e.g., roadway, intersection, rail crossing number, trail name):

MSAS 102 (Hermantown Road)

b. Route system (e.g., Interstate, US Hwy, MN Hwy, CSAH, MSA **and local roadway name):**

MSAS 102

c. Project Length (in miles): 0.5 Miles

d. Project Termini From: Okerstrom Road

To: Haines Road



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3. Type of Work (select all that apply):

<input type="checkbox"/>	AC Payback	<input type="checkbox"/>	Railroad Crossing Improvements
<input checked="" type="checkbox"/>	Bike/Ped Improvements	<input type="checkbox"/>	Resurface (Mill and Overlay)
<input type="checkbox"/>	Bridge Replacement	<input type="checkbox"/>	Roundabout
<input type="checkbox"/>	Bridge Resurface	<input checked="" type="checkbox"/>	Safety Improvements
<input type="checkbox"/>	Demolition	<input checked="" type="checkbox"/>	Sidewalk
<input type="checkbox"/>	Drainage Rehabilitation	<input type="checkbox"/>	Transit stop/station improvement
<input type="checkbox"/>	Intersection Improvements	<input type="checkbox"/>	Other (specify): Reconstruction from rural section to urban section with sidewalk.
<input type="checkbox"/>	ITS		
<input checked="" type="checkbox"/>	Landscaping		
<input checked="" type="checkbox"/>	New Bridge		

4. Project Cost and Funding

a. Funding Type(s) (list all that apply, e.g., STBG, NHPP, HSIP, TA, CRP, etc.):

STBG

b. Estimated Total Cost: \$ 4,800,000.00
(including costs that extend beyond the 4 years of the TIP)

c. Federal Funding Amount:..... \$ 897,000.00

Federal Funding Source: STBG

d. State Funding Amount:..... \$ 3,653,00.00

State Funding Source: MSA

e. Local/Other Funding Amount: \$ 250,000.00

Local/Other Funding Source: Storm Water Utility

f. A/C Funding Amount (if applicable): \$ NA

A/C Funding Source: NA



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C. Multimodal Features

1. Which of the following transportation mode(s) are included in and/or enhanced by this project?
(select all that apply):

<input checked="" type="checkbox"/>	Walking	<input type="checkbox"/>	Freight (Truck, Rail, or Air)
<input checked="" type="checkbox"/>	Bicycling	<input type="checkbox"/>	Maritime (Ship or Barge)
<input type="checkbox"/>	Transit (Bus, Shuttle, Passenger Rail, or Other)	<input type="checkbox"/>	Air
<input checked="" type="checkbox"/>	Automobile	<input type="checkbox"/>	Micromobility
<input type="checkbox"/>	Other: Click or tap here to enter text.		

2. Work to be completed as part of this project:

Note: Only check boxes for project work that is specifically planned and expected for this project at the time of applying. If specific project activities are not defined, use the 'other' box to describe more general planned improvements.

a. Walking—select all applicable walking-related work associated with this project:

<input checked="" type="checkbox"/>	Crosswalks – Markings or Warning System	<input type="checkbox"/>	Sidewalk Improvements
<input checked="" type="checkbox"/>	Other crossing improvements	<input checked="" type="checkbox"/>	Sidewalk Addition
<input checked="" type="checkbox"/>	Curb Ramps	<input checked="" type="checkbox"/>	Trail/Walking Path Improvements
<input checked="" type="checkbox"/>	Signage	<input type="checkbox"/>	Trail/Walking Path Addition
<input checked="" type="checkbox"/>	Lighting	<input type="checkbox"/>	Visibility improvement
<input checked="" type="checkbox"/>	ADA Improvements At trail crossing.	<input type="checkbox"/>	Other: Click or tap here to enter text.



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b. Bicycling—select all applicable bicycling-related work associated with this project:

<input checked="" type="checkbox"/>	Bikeway Intersection Markings or Signals	<input checked="" type="checkbox"/>	Trail/Bike Path Improvements
<input checked="" type="checkbox"/>	Wayfinding	<input type="checkbox"/>	Trail/Bike Path Addition
<input type="checkbox"/>	Safety Related or Yield Signage	<input type="checkbox"/>	Bike Lane - Painted
<input checked="" type="checkbox"/>	Lighting	<input type="checkbox"/>	Bike Lane – Separated or buffered
<input type="checkbox"/>	Vehicle Speed Calming	<input type="checkbox"/>	Other: Click or tap here to enter text.

c. Transit—select all applicable transit-related work associated with this project:

<input type="checkbox"/>	Bus Route – Improvement or Addition	<input type="checkbox"/>	Transit Technology
<input type="checkbox"/>	New Buses	<input type="checkbox"/>	Dedicated Transit Lane or Drop-off
<input type="checkbox"/>	Transit Facility	<input type="checkbox"/>	Transit Maintenance
<input type="checkbox"/>	Transit Shelter	<input type="checkbox"/>	Transit Signage
<input type="checkbox"/>	Other: Click or tap here to enter text.		

d. Other—select all other applicable work associated with this project:

<input type="checkbox"/>	Concrete Pavement Rehab	<input type="checkbox"/>	Traffic Signal	<input checked="" type="checkbox"/>	Bridge (New)
<input checked="" type="checkbox"/>	Culverts	<input type="checkbox"/>	Turning Lane	<input type="checkbox"/>	Bridge Rehabilitation
<input checked="" type="checkbox"/>	Grading	<input type="checkbox"/>	Intersection Improvement	<input type="checkbox"/>	Bridge Replacement
<input checked="" type="checkbox"/>	Shoulders	<input type="checkbox"/>	Roundabout	<input type="checkbox"/>	Dock Construction or Repair
<input type="checkbox"/>	Surfacing or Resurfacing	<input type="checkbox"/>	Rest Area or Wayside	<input type="checkbox"/>	Non-dock Harbor Infrastructure
<input checked="" type="checkbox"/>	Stormwater Mngt	<input checked="" type="checkbox"/>	Landscaping	<input type="checkbox"/>	Shipping Channel Navigation
<input checked="" type="checkbox"/>	Signage	<input type="checkbox"/>	Lighting	<input type="checkbox"/>	RR Crossing Improvement
<input checked="" type="checkbox"/>	Guard Rail Improvement	<input type="checkbox"/>	Other: Click or tap here to enter text.		



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D. Planning Support

1. Is this project included in the MIC's [2050 Metropolitan Transportation Plan \(MTP\) Project List](#)?

Yes No

a. If yes: MTP Project Number: MN-04-02

MTP Project Cost: \$ \$2,350,000

b. If no: Explain: Click or tap here to enter text.

2. What plans, studies and/or projects support this project? (e.g., those produced by the MIC, MnDOT, St. Louis County, federal agencies, or local jurisdiction. Plans or studies from academic sources or credible transportation associations can be included. List all that apply, including name, year of publication, page number or chapters, and a link to the document online or a related web page):

City of Hermantown 10-year capital improvement plan.

3. Are there possible or anticipated barriers to project completion? (e.g., right-of-way acquisition, funding, environmental impacts, public resistance, etc.):

Right of way acquisition, wetland impacts, trout stream crossing, new bridge.

4. **Project Visualizations:** Visualizations are images or graphics that will give the public a better understanding of the proposed project, e.g., where it will be located, what will be constructed, how it might look and function, current conditions that will be mitigated or addressed by the project, and/or how it will complement or relate to other projects (planned or implemented).

What attachments will be included with this application to visually describe this project to the public and to the Policy Board? (Check all that apply):

<input checked="" type="checkbox"/>	Map of project location
<input checked="" type="checkbox"/>	Image(s) of current conditions
<input type="checkbox"/>	Rendering of proposed improvement
<input type="checkbox"/>	Other (describe): Click or tap here to enter text.



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5. Long-Range Goals and Objectives: The MIC’s Metropolitan Transportation Plan, [Sustainable Choices 2050](#), establishes a community-supported vision for the greater Duluth-Superior transportation system with related long-range goals and objectives.

Describe how the proposed project will contribute to accomplishing the MTP goals and objectives.

Note, the transportation improvement projects that are funded and implemented in the MIC area are key to achieving these goals and objectives over time. However, it is understood that it is not possible, or even necessary, to address them all with every project.

GOAL 1. Safety and Security: Ensure the safety and security of the Duluth-Superior area transportation system for all users and modes.

a. Which of the following objectives would this project help to accomplish? (check all that apply):

	Objective	Safety and Security
<input type="checkbox"/>	1-1	Ensure emergency response, disaster preparedness, risk mitigation, and other security measures are implemented and maintained across the Duluth-Superior area transportation system.
<input checked="" type="checkbox"/>	1-2	Ensure evidence-based, data-supported safety design is incorporated into transportation projects.
<input checked="" type="checkbox"/>	1-3	Improve safety for all users of the Duluth-Superior area transportation system, especially prioritizing its most vulnerable users.
<input type="checkbox"/>	1-4	Meet all adopted safety-related federal and state performance measure targets.
<input checked="" type="checkbox"/>	1-5	Maintain Duluth-Superior area transportation system infrastructure to minimize or mitigate risk for both people and freight.
<input checked="" type="checkbox"/>	1-6	Use technology to improve the safety and security of the Duluth-Superior area transportation system.
<input type="checkbox"/>	n/a	This project would not contribute to accomplishing these objectives.

b. How would this project help to accomplish the selected objectives? (provide details):

Prioritize safety and risk for users of the Duluth-Superior transportation system. Adding sidewalks to the project to provide access to the trail system will improve both pedestrian and bike safety.

GOAL 2. Livable Communities and Equity: Develop and maintain a reliable year-round Duluth-Superior area transportation system that equitably enables people of all ages, incomes, and abilities to engage in our community’s civic, economic, and social opportunities and access needed services.

a. Which of the following objectives would this project help to accomplish? (check all that apply):



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	Objective	Livable Communities and Equity
<input checked="" type="checkbox"/>	2-1	Ensure that investments in the Duluth-Superior area transportation system lead to improved and reliable transportation options for people of all ages, incomes, and abilities across all modes.
<input checked="" type="checkbox"/>	2-2	Ensure early and ongoing opportunities exist for the public to engage in two-way discussion about planned or proposed transportation improvements to the Duluth-Superior area transportation system.
<input type="checkbox"/>	2-3	Appropriately scale transportation-related projects across the Duluth-Superior area transportation system.
<input type="checkbox"/>	2-4	Make information about the Duluth-Superior area transportation system available to the public in a variety of ways.
<input checked="" type="checkbox"/>	2-5	Build and maintain Duluth-Superior area transportation system infrastructure in a manner that expands and/or enhances connectivity with key community resources (<i>e.g., schools, parks, community centers, community gardens, the lakewalk, etc.</i>)
<input type="checkbox"/>	n/a	This project would not contribute to accomplishing these objectives.

b. How would this project help to accomplish the selected objectives? (provide details):

Provide choices for people of all ages, incomes, and abilities across the Duluth-Superior area transportation system. Build and maintain infrastructure that fits the neighborhood character of Hermantown. Ensuring investments in the Duluth-Superior transportation system lead to diversified transportation options.

GOAL 3. Health of People and the Environment: Promote public health, protect and enhance the environment, and facilitate energy conservation throughout the Duluth-Superior area transportation system.

a. Which of the following objectives would this project help to accomplish? (check all that apply):

	Objective	Health of People and the Environment
<input checked="" type="checkbox"/>	3-1	Design and maintain infrastructure across the Duluth-Superior area transportation system to support and encourage a physically active everyday routine.
<input checked="" type="checkbox"/>	3-2	Improve energy conservation related to the use and operation of the local and regional transportation system for both environmental and public health benefits.
<input checked="" type="checkbox"/>	3-3	Avoid, minimize, and/or mitigate the negative environmental impacts of the Duluth-Superior area transportation system.
<input type="checkbox"/>	n/a	This project would not contribute to accomplishing these objectives.



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b. How would this project help to accomplish the selected objectives? (provide details):

Design and maintain infrastructure across the Duluth-Superior transportation system that supports and encourages a physically active transportation routine. Through innovative design, improved infrastructure, land use planning, use of sustainable approaches, higher fuel efficiency, and other options, avoid, minimize, and/or mitigate the negative environmental impacts of the Duluth-Superior area transportation system, such as stormwater runoff, flooding, air emissions, toxic pollution, noise and light pollution, and the spread of invasive species.

GOAL 4. Moving People and Goods: Ensure the Duluth-Superior area transportation system is developed and maintained as an integrated multimodal network that efficiently gets people and goods where they need to go.

a. Which of the following objectives would this project help to accomplish? (check all that apply):

	Objective	Moving People and Goods
<input checked="" type="checkbox"/>	4-1	Provide reliable and efficient travel options for the movement of people and goods across the entire Duluth-Superior area transportation system.
<input checked="" type="checkbox"/>	4-2	Address inefficiencies in the Duluth-Superior area transportation system for all modes.
<input checked="" type="checkbox"/>	4-3	Improve real-time travel across the Duluth-Superior area transportation system for all modes.
<input checked="" type="checkbox"/>	4-4	Ensure that direct travel connections between modes of transportation for people exist and are maintained across the Duluth-Superior area transportation system.
<input type="checkbox"/>	4-5	Ensure that direct travel connections between modes of transportation for goods and services exist and are maintained across the Duluth-Superior area transportation system.
<input type="checkbox"/>	4-6	Meet all adopted federal and state performance measure targets for NHS infrastructure (PM2), system performance on the NHS (PM3), and transit asset management (TAM).
<input type="checkbox"/>	n/a	This project would not contribute to accomplishing these objectives.

b. How would this project help to accomplish the selected objectives? (provide details)



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Provide travel options for the movement of people and goods across the Duluth-Superior transportation system. Address inefficiencies in the Duluth-Superior area transportation system for all modes of transportation. Improve real-time travel across the Duluth-Superior transportation system by maintaining the current critical infrastructure to increase longevity of local transportation facilities for all modes of transportation. Ensure direct travel connections between modes of transportation for people exist and are maintained across the Duluth-Superior area transportation system. Ensure direct travel connections between modes of transportation for goods and services exist and are maintained across the Duluth-Superior area transportation system.

GOAL 5. Economic Vitality: Develop and maintain the Duluth-Superior area transportation system to support economic productivity and competitiveness.

a. Which of the following objectives would this project help to accomplish? *(check all that apply):*

	Objective	Economic Vitality
<input checked="" type="checkbox"/>	5-1	Ensure the Duluth-Superior area transportation system provides access to and connection between key population and employment centers.
<input type="checkbox"/>	5-2	Improve access and mobility across the Duluth-Superior area transportation system for the movement of freight.
<input type="checkbox"/>	5-3	Promote Duluth-Superior area transportation system decisions and investments that enhance the regional and global competitiveness of the Duluth-Superior Port.
<input checked="" type="checkbox"/>	5-4	Promote Duluth-Superior area transportation system decisions and investments that stimulate neighborhood and regional economic activity.
<input checked="" type="checkbox"/>	5-5	Make it easier to travel to tourist destinations and events.
<input type="checkbox"/>	5-6	Integrate existing economic development plan recommendations when making decisions about Duluth- Superior area transportation system projects.
<input type="checkbox"/>	n/a	This project would not contribute to accomplishing these objectives.

b. How would this project help to accomplish the selected objectives? *(provide details)*

Promote Duluth-Superior area transportation system decisions and investments that stimulate neighborhood and regional economic activity, such as those that support core investment areas in local jurisdictions. Integrate existing economic development plan recommendations when making decisions about Duluth-Superior area transportation system projects.



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6. MIC-Area Performance Measures

The MIC, as the federally designated Metropolitan Planning Organization for the greater Duluth-Superior area, must establish a performance-based approach to our transportation decision-making and programming, and adopt targets that will contribute to the accomplishment of federal performance measures for safety (PM1), infrastructure condition (PM2), system performance (PM3), and transit asset management (TAM).

As part of this performance-based approach, the MIC is integrating these performance measures into our planning activities and the transportation investments in our area.

Describe how the proposed project will contribute to accomplishing them.

Note, although the transportation improvement projects that are funded and implemented in the MIC area are key to making progress toward meeting these performance measures, it is understood that it is not possible to address them all, or even more than one, with every project.

PM1 – Safety

a. Is it anticipated that this project would contribute to achieving any of the following performance measures related to transportation safety? (check all that apply):

<input type="checkbox"/>	PM1 – Safety	<input checked="" type="checkbox"/>	Number of traffic fatalities
		<input checked="" type="checkbox"/>	Rate of traffic fatalities
		<input checked="" type="checkbox"/>	Number of serious injuries
		<input checked="" type="checkbox"/>	Rate of serious injuries
		<input checked="" type="checkbox"/>	Number of non-motorized fatalities & serious injuries
<input type="checkbox"/>	n/a – This project would not contribute to achieving these performance measures		

b. To the extent practicable, describe the anticipated effect of the proposed project on the selected performance measures:

Improving intersections and roadway surfacing will contribute to progress for reduced traffic fatalities and injuries. Furthermore, the city trail system has an intersection with this segment. Adding sidewalks to the roadway will encourage pedestrian and bike traffic to be off the roadway when accessing the trails.

PM2 – Infrastructure Condition

a. Is it anticipated that this project would contribute to achieving any of the following Performance Measures related to the condition of transportation infrastructure? (check all that apply):



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<input type="checkbox"/>	PM2 – Infrastructure Condition	<input type="checkbox"/>	% of NHS* bridges in good condition
	*NHS = National Highway System	<input type="checkbox"/>	% of NHS bridges in poor condition
		<input type="checkbox"/>	% of interstate pavement in good condition
		<input type="checkbox"/>	% of interstate pavement in poor condition
		<input type="checkbox"/>	% of non-interstate NHS pavement in good condition
		<input type="checkbox"/>	% of non-interstate NHS pavement in poor condition
<input checked="" type="checkbox"/>	n/a — This project would not contribute to achieving these performance measures		

b. To the extent practicable, describe the anticipated effect of the proposed project on the selected performance measures:

Click or tap here to enter text.

PM3 – System Performance

a. Is it anticipated that this project would contribute to achieving any of the following Performance Measures related to system performance? (check all that apply):

<input type="checkbox"/>	PM3 – System Performance on NHS*	<input type="checkbox"/>	% of reliable person miles on the interstate
	*NHS = National Highway System	<input type="checkbox"/>	% of reliable person miles on the non-interstate NHS
		<input type="checkbox"/>	Truck Travel Time Reliability (TTTR) index
<input checked="" type="checkbox"/>	n/a — This project would not contribute to achieving these performance measures		

b. To the extent practicable, describe the anticipated effect of the proposed project on the selected performance measures:

Click or tap here to enter text.

7. Application Certification: By typing my name below, I certify that all information provided in this application is correct to the best of my knowledge.

David Bolf, P.E. Hermantown City Engineer

01-08-26

Name, Title

Date