

Duluth Area Transportation Improvement Program FY 2018-2021

Prepared by the

Duluth-Superior



Metropolitan Interstate Council

*Duluth and Superior urban area communities cooperating in planning and development
through a joint venture of the
Arrowhead Regional Development Commission
and the
Northwest Regional Planning Commission*



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To view this plan online
please visit www.bit.ly/2021DuluthTIPdraft

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July 2017

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Decisions about transportation investments require collaboration and cooperation between different levels of government and neighboring jurisdictions. As a document, the Transportation Improvement Program (TIP) reports how the various jurisdictions within the Duluth metropolitan planning area have prioritized their use of limited federal highway and transit funding.

The TIP process serves to implement projects identified in the Duluth-Superior long range transportation plan (LRTP). The Duluth Area TIP document programs project funding for the Minnesota side of the bi-state metropolitan area. Projects planned for the Wisconsin side are programmed in a corresponding Superior Area TIP.

Development of both the LRTP and the Duluth and Superior TIPs are facilitated by the Metropolitan Interstate Council (MIC), the federally designated metropolitan planning organization (MPO) of the Duluth-Superior metro area.

Duluth-Superior Metropolitan Interstate Council

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

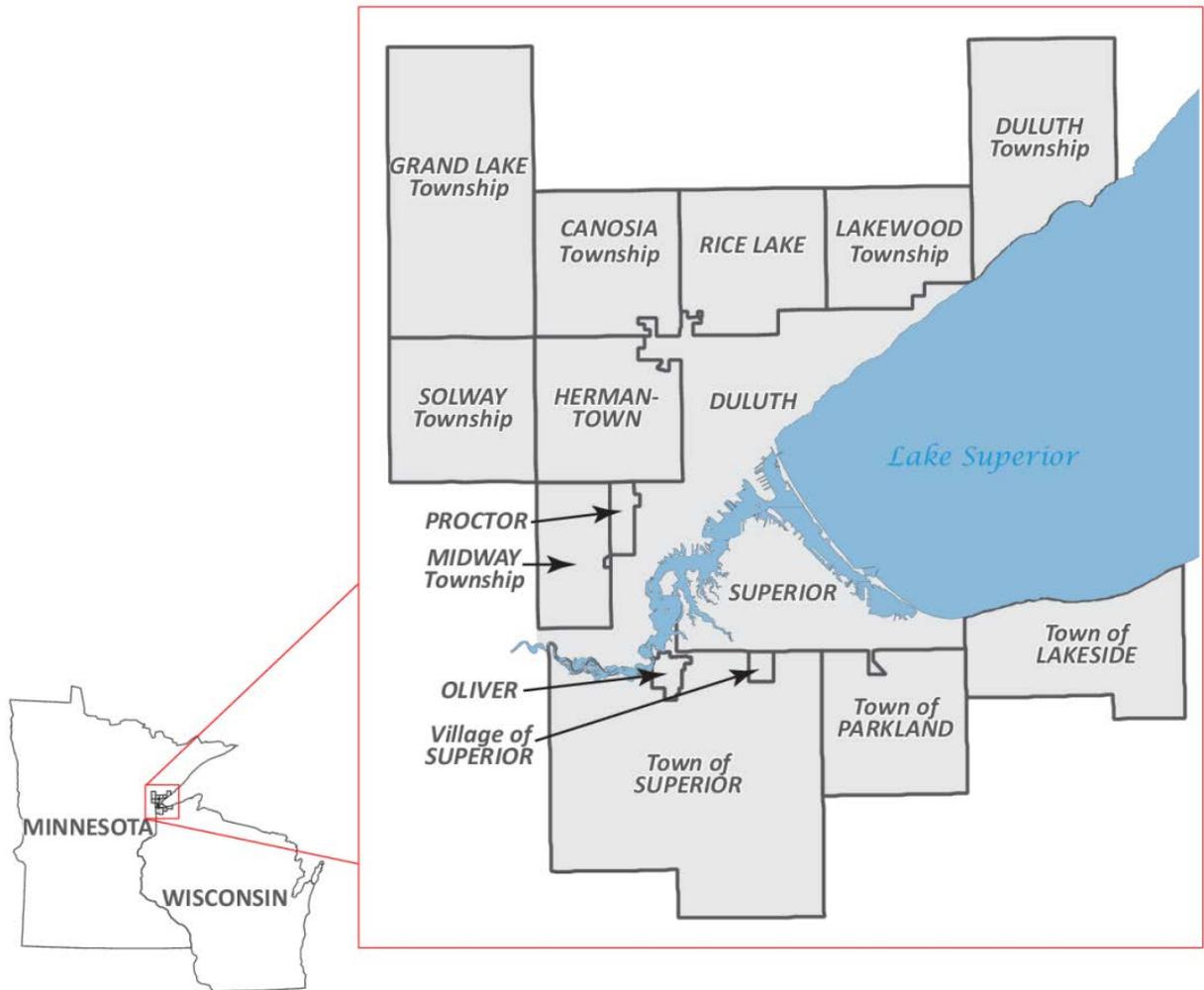
As the federally-designated Metropolitan Planning Organization (MPO), the MIC provides a 3C (comprehensive, coordinated and cooperative) planning process for all modes of transportation throughout Duluth-Superior. It consists of eighteen delegates representing the metro community. Delegates include the representatives of various transportation authorities, local and elected officials, and concerned citizens who are selected by their local units of government. The geographical boundary of the MIC area can be seen in Map 1 on the following page.

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

- Maintaining a certified "3-C" transportation planning process: continuing, cooperative, and comprehensive.
- Coordinating the planning and implementation activities of local, regional, and state transportation agencies.

- Undertaking an effective public participation process, which ensures meaningful public input, is part of the decision-making process behind plans and programs.
- Providing leadership both in setting transportation policy and in metropolitan system planning.
- Lending technical support in planning and operations to local governments.
- Planning for an intermodal transportation system that is economically efficient, environmentally sound, provides the foundation to compete in the global economy, and will move people and goods in an energy-efficient manner.

Map 1: Duluth-Superior Metropolitan Planning Area



The current federal transportation bill, *Fixing America's Surface Transportation Act* (FAST Act) retains the eight planning factors [23 U.S.C. § 134(f)] and has added two additional planning factors [23 CFR 450.306(b)(9) and (10)] that must be considered in the transportation planning process. The process used to select projects to be programmed through the Duluth Area TIP is based on these factors:

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

The Transportation Improvement Program

The TIP is a federally mandated, annually prepared document that contains highway, transit, and other transportation projects that are being recommended for federal funding during the next four years in the metropolitan area. The projects included in each year's TIP ultimately come from the area's long range transportation plan (LRTP), and are aimed at meeting the long-range needs of the transportation system. Implementing agencies, however, propose projects to the MIC on an annual basis to be coordinated into a comprehensive listing of the area's federally funded transportation improvements planned for the short range (next 4 years). These listings include information regarding cost, specific funding sources, project timing, etc. Once in the TIP, projects represent a commitment to fund those projects on the part of the implementing agency.

TIPs are developed for each metropolitan area by the MPO, in cooperation with the state (MnDOT) and the area transit authority (DTA). They must comply with regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), but can be revised or amended at any time during the program year by action of the MPO.

The TIP projects programmed for Duluth-Superior metropolitan area must match those included in the Minnesota and Wisconsin statewide transportation improvement programs (STIPs). The timelines and processes of the two states are different enough to warrant separate TIPs - the Wisconsin process comes later in the year. Therefore, the Minnesota and Wisconsin TIPs are compiled separately. The Duluth Area TIP includes projects from the Minnesota side of the Duluth-Superior urban planning area, and the Superior TIP includes projects from the Wisconsin side.

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

The TIP and its connection to the Long Range Transportation Plan

As stated above, the projects in the 2018-2021 TIP originate from the Duluth-Superior long range transportation plan (LRTP). The LRTP contains a list of short-, mid-, and long-range transportation projects that are planned for the metropolitan area over the next twenty-five years.

The regional transportation goals and objectives identified in the LRTP set the broad policy framework for planning transportation improvements in the Twin Ports, and the projects entering the TIP are intended to come from the LRTP or support the long-range goals and objectives established in that framework. The Duluth-Superior LRTP identifies how each project or program in the TIP will support a healthy, strong, regional economy; maximize access to opportunity for all residents; support a quality built environment; protect and enhance the natural environment; and promote the safety and well-being of the traveling public.

Federal Funding Sources

Projects included in the 2018-2021 Duluth Area TIP will be funded by one of the following funding categories. Funding sources are identified in the project tables (pages 8 - 12) by the acronym in parentheses after each funding name listed below. Legislation allows MnDOT to reserve the ability to determine which of these funding categories (and how much of each) will ultimately be used to fund any given project in the TIP. As such, the amounts and types of funding shown in the project tables may be subject to modification.

The new federal transportation bill, the *FAST Act* (2015), for the most part, continues the structure of the various funding programs of the previous federal transportation bill, MAP-21. A new program that was added is the National Highway Freight Program (NHFP) – more on this program below. A notable change in a previous program from the perspective of local jurisdictions that are eligible for federal transportation funds is the conversion of the long-standing Surface Transportation program (STP) to the new Surface Transportation Block Grant (STBG) program, which emphasizes flexibility in the types of projects and activities that those funds can be applied to. Another change is that the Transportation Alternatives Program (TAP) is now called Transportation Alternatives (TA).

National Highway Performance Program (NHPP):

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

National Highway Freight Program (NHFP):

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

States Code.

Surface Transportation Block Grant (STBG):

Surface Transportation Block Grant (STBG) (formerly STP funds) program under the FAST Act, are designed to be flexible in their application. STBG provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. States and localities are responsible for a 20% share of project costs funded through this program.

Highway Safety Improvement Program (HSIP):

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

Transportation Alternatives (TA):

The Transportation Alternatives (TA) (formerly the Transportation Alternatives Program) is a revision of the former Transportation Enhancements program under the *Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users* (SAFETEA-LU; 2005) and now funds projects that were previously funded under the Recreational Trails and Safe Routes to School programs. It is derived as a set-aside from each state's annual NHPP, STP, HSIP, and CMAQ apportionments. Eligible projects include, but are not limited to, the creation of facilities for pedestrians and bikes, environmental mitigation or habitat protection as related to highway construction or operations, as well as infrastructure and non-infrastructure related Safe Routes to School activities. States and localities are responsible for 20% of TAP funds applied to projects. States may also transfer up to 50% of TAP funds to NHPP, STP, HSIP, CMAQ, and/or Metro Planning. Local Area Transportation Partnerships are selecting projects for the solicitation.

Federal Transit Administration (FTA):

Transit funding authorized by the FAST Act is managed in several ways. The largest amount is distributed to the states by formula; other program funds are discretionary. FTA transit allocations may be administered by the state or be granted directly to the transit agency. Projects identified as FTA-funded in the 2018-2022 Duluth Area TIP generally represent one of several subcategories that represent different funding programs

administered by the FTA to provide either capital or operating assistance to public transit providers.

Local Funds (LF):

Funding identified as “LF” in the 2018-2021 Duluth Area TIP indicates projects that are being funded almost exclusively with local funds, but are identified as regionally significant and are therefore included in the TIP.

FY 2018-2021 TIP Projects

The tables on pages 9 - 12 list all the transportation projects scheduled for federal and/or state funding in the Duluth Metro. It includes estimated project costs that have been adjusted to represent a 4% annual rate of inflation for roadway projects and 3.5% for transit related projects. The map on page 13 depicts the location of each project. The structure of the tables is as follows:

COLUMN TITLE

MIC ID – Links the project to the MIC Long Range Transp. Plan (LRTP).

LRTP Reference – Page reference to where the project can be found in the LRTP.

State Project ID – Links the project to the statewide transportation improvement program (STIP).

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

Project Type – Identifies if project is primarily road, ped/bike, transit-related, etc.

Type of Work – Identifies if project is maintenance, reconstruction, safety improvements, etc.

Project Description – Scope of project, its location, length, etc.

Original Program Year – Year the project was originally programmed for.

Type of Funds – Identifies the federal funding programs intended to be the primary funding sources for the project.

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

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

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

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

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

Project Total \$ – Total anticipated cost of the project.

Table 1: FY 2018 Federal & State Funded Transportation Projects

State Project ID	Agency	Project Type	Type of Work	Project Description	Original Program Year	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$
6982-321	MnDOT	Road	Appurtenance	I-35, IN PROCTOR, 0.3MI S BOUNDARY AVE TO JCT 26TH AVE E IN DULUTH, & US2 0.7 MI E JCT I-35/US2 & US 53/JCT I-35 & MN 61 FR JCT I-35 TO 0.25 MI N FREEWAY LIGHTING, SIG REV, LIGHTING CABINETS	2017	SF	\$0	\$0	\$0	\$750,000	\$0	\$750,000
6937-102	MnDOT	Bridge	Bridge rehabilitation	SPP**US 2 EB &WB & MN194 BR. IN DULUTH REHAB ON BR# 69101,69102,69839& 69840 & MN 194 MESABA AV. PAVE & CB REPR (ASSOC 6937-69101A, 6937-69102B, 6933-69839B, 6933-69840B,6933-95)(TIE 6933-97)	2017	NHPP	\$3,920,000	\$0	\$0	\$980,000	\$0	\$4,900,000
8801-135CA-18	MnDOT	Bridge	SETASIDE DISTRICTWIDE PROJECT (P)	**SPPF18** I-35 IN DULUTH, PORT TERMINAL INTERCHANGE PROGRAM DELIVERY.	2018	NHFP	\$2,700,000	\$0	\$0	\$300,000	\$0	\$3,000,000
6926-53	MnDOT	DRAINAGE	SLIDE REPAIR (S)	MN 61 NB 0.42 MI. S. HOMESTEAD RD AT BIG SUCKER RIVER. REPAIR SLIDE AREA.	2018	SF	\$0	\$0	\$0	\$500,000	\$0	\$500,000
6933-97	MnDOT	Road/Ped	PAVEMENT RESURFACE AND REHABILITATION (P)	MN 194, IN DULUTH . N. MESABA AVE CROSSING TO JCT I-35 & I-35 AT JCT 5TH AV W., LAKE AVE & 17TH AVE E. PED BR. CONC PAVE REHAB, ADA & STORM SEWER REPAIR. (ASSOC. 6982-325)(TIED TO 6937-102)	2018	STBGP 5K-200K	\$3,420,000	\$0	\$0	\$380,000	\$0	\$3,800,000
118-178-006	Duluth	Road	Pavement; storm sewer	MSAS 178 (DECKER RD) FROM PIEDMONT AVE TO MALL DRIVE. MILL & OVERLAY, STORM SEWER REPAIRS	2018	STBGP 5K-200K	\$603,304	\$0	\$0	\$0	\$809,196	\$1,412,500
118-090-018	Duluth	Bike/Ped	Trail construction	**MN146** CROSS CITY TRAIL PHASE 2, FROM KINGSBURY CREEK TO MUNGER TRAIL, CONSTRUCT TRAIL	2013	Demo	\$1,030,551	\$0	\$0	\$0	\$561,934	\$1,592,485
118-090-019	Duluth	Bike/Ped	Trail construction	**MN 146** CROSS CITY TRAIL, FROM DULUTH ZOO TO KNOWLTON CREEK, CONSTRUCT TRAIL, REHAB 2 BRIDGES	2015	Demo	\$334,400	\$0	\$0	\$0	\$200,000	\$534,400
118-149-006	Duluth	Road	PAVEMENT RESURFACE AND REHABILITATION (P)	**AC** IN DULUTH GARFIELD AVE FROM WEST RAILROAD ST TO SE OF BIRCH AVE. CONCRETE PAVEMENT REHABILITATION. (AC PROJECT PAYBACK IN 2019)	2018	NHPP	\$186,441	\$59,610	\$0	\$0	\$0	\$246,050
118-060-012AC	Duluth	Road	APPURTENANCE (P)	**AC**SB** SKYLINE PKWY RESTORATION OF HISTORIC ROCK RETAINING WALLS AT VARIOUS SCENIC OVERLOOK FACILITIES (AC PAYBACK 1 OF 1)	2018	STBGTAP 5K-200K	\$0	\$0	\$400,000	\$0	\$0	\$400,000
TRF-0016-18A	DTA	Transit	TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	2018	LF	\$0	\$0	\$0	\$0	\$990,000	\$990,000
TRF-0016-18C	DTA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT	SECT 5307: DULUTH CAPITAL FACILITY REHAB	2018	FTA	\$240,000	\$0	\$0	\$0	\$60,000	\$300,000
TRF-0016-18D	DTA	Transit	TRANSIT OPERATIONS	DULUTH PREVENTIVE MAINTENANCE	2018	LF	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
TRF-0016-18E	DTA	Transit	TRANSIT OPERATIONS	SECT 5307: DULUTH OPERATING ASSISTANCE	2018	FTA	\$1,500,000	\$0	\$0	\$0	\$12,270,000	\$13,770,000
TRF-0016-18F	DTA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT	SECT 5307: DULUTH CAPITAL SUPPORT/FACILITIES EQUIPMENT	2018	FTA	\$320,000	\$0	\$0	\$0	\$80,000	\$400,000
TRF-0016-18G	DTA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT	SECT 5307: DULUTH CAPITAL SUPPORT/FACILITIES EQUIPMENT	2018	FTA	\$40,000	\$0	\$0	\$0	\$10,000	\$50,000
TRF-0016-18H	DTA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT	SECT 5307: DULUTH CAPITAL SUPPORT/FACILITIES EQUIPMENT	2018	FTA	\$40,000	\$0	\$0	\$0	\$10,000	\$50,000
TRF-0016-18I	DTA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT	SECT 5307: DULUTH CAPITAL SURVEILLANCE/SECURITY	2018	FTA	\$40,000	\$0	\$0	\$0	\$10,000	\$50,000
TRF-0016-18T	DTA	Transit	TRANSIT VEHICLE PURCHASE	SECT 5339: DULUTH TRANSIT AUTHORITY- PURCHASE (6) REPLACEMENT STRIDE BUSES.	2018	FTA	\$652,800	\$0	\$0	\$0	\$163,200	\$816,000
TRF-0016-18J	DTA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT	SECT 5307: DULUTH TRANSIT CAPITAL (SUPERIOR STREET IMPROVEMENTS)	2018	FTA	\$320,000	\$0	\$0	\$0	\$80,000	\$400,000
TRF-0016-18Z0	DTA	Transit	TRANSIT OPERATIONS	DULUTH; SFY 2018 GREATER MN NEW SERVICE EXPANSION OPERATING (7/1/17-6/30/18)	2018	LF	\$0	\$0	\$0	\$0	\$1,616,000	\$1,616,000
TRF-0016-18ZC	DTA	Transit	TRANSIT VEHICLE PURCHASE	DULUTH; SFY 2018 GREATER MN NEW SERVICE EXPANSION CAPITAL FUNDS (7/1/17-6/30/18)	2018	LF	\$0	\$0	\$0	\$0	\$1,318,000	\$1,318,000
							\$15,347,496	\$59,610	\$400,000	\$2,910,000	\$19,178,330	\$37,895,435

Table 2: FY 2019 Federal & State Funded Transportation Projects

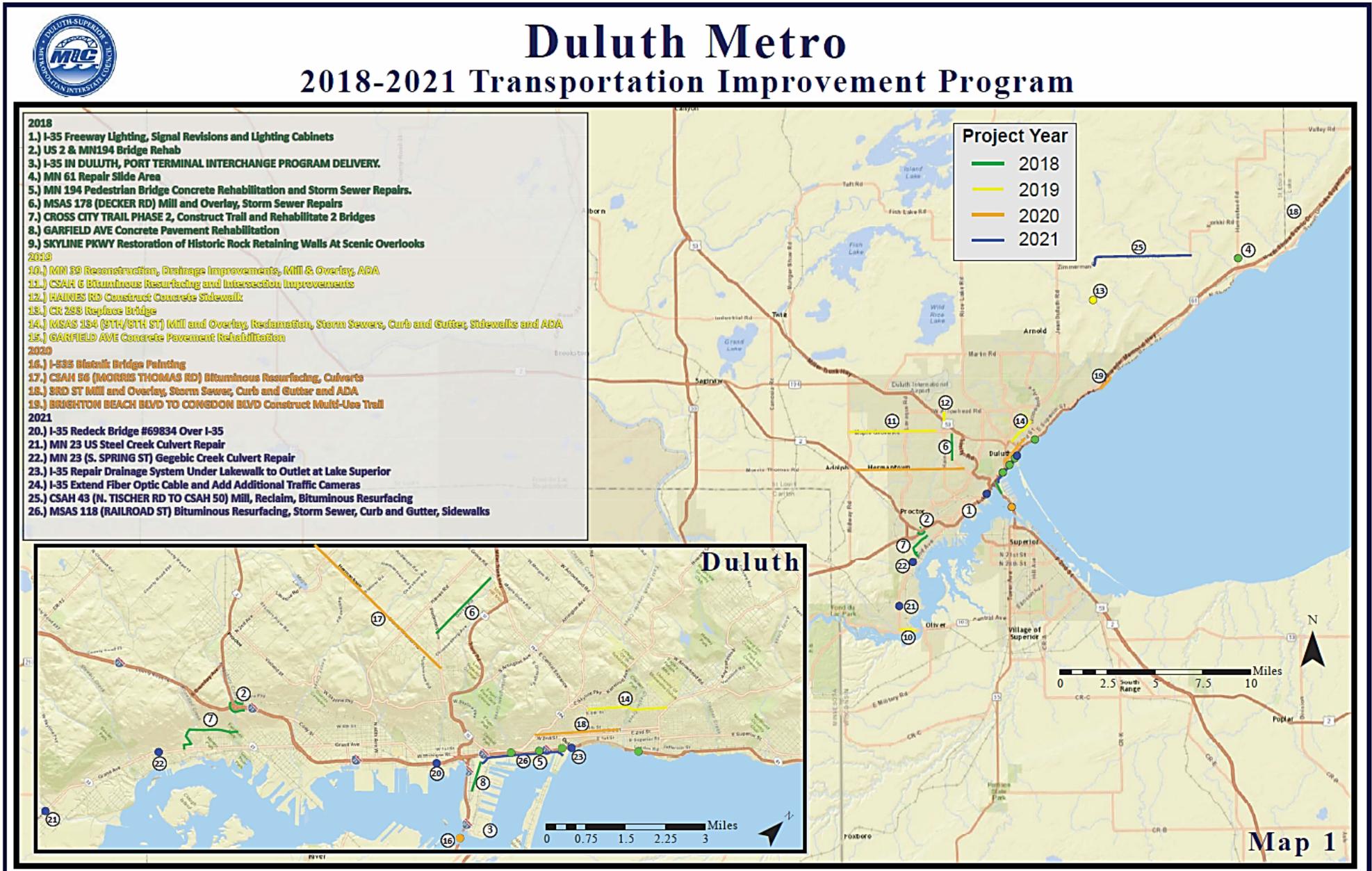
State Project ID	Agency / Route	Project Type	Type of Work	Project Description	Original Program Year	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$
6941-08	MnDOT	Road	Pavement resurface and rehabilitation	MN 39 IN DULUTH JCT MN 23 TO W. END BR# 6544 RECONSTRUCT, DRAINAGE IMPROVEMENTS, MILL & OVERLAY, ADA.	2019	STBGP<5K	\$1,280,000	\$0	\$0	\$320,000	\$0	\$1,600,000
069-606-025	St. Louis County/CSAH 6	Road	Pavement resurface and rehabilitation	CSAH 6, MAPLE GROVE RD, CSAH 13 TO WESTERBERG RD, BIT RESURFACING AND INTERSECTION IMPROVEMENTS	2019	STBGP<5K	\$1,600,000	\$0	\$0	\$0	\$400,000	\$2,000,000
069-691-031	St. Louis County	Ped	SIDEWALKS	IN HERMANTOWN HAINES RD FROM US 53 TO CSAH 32, CONCRETE SIDEWALK.	2019	NHPP	\$134,443	\$0	\$0	\$0	\$33,611	\$168,054
069-598-065	St. Louis County	Bridge	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION (P)	CR 293, OVER LESTER RIVER, FROM 0.4 MI S OF JCT LAVIS RD TO 0.3 MI S OF JCT LAVIS RD, REPLACE BR# 6666	2019	BROS	\$880,000	\$0	\$0	\$0	\$220,000	\$1,100,000
118-134-017	Duluth/MSAS 134	Road	Pavement; storm sewer, ADA	MSAS 134, 9TH/8TH ST, IN DULUTH, 6TH AVE E TO WOODLAND AVE, MILL & OVERLAY, RECLAMATION, STORM SEWER, CURB & GUTTER SIDEWALK & ADA	2019	STBGP 5K-200K	\$860,000	\$0	\$0	\$0	\$440,000	\$1,300,000
118-149-006AC	Duluth	Road	PAVEMENT RESURFACE AND REHABILITATION (P)	**AC** IN DULUTH GARFIELD AVE FROM WEST RAILROAD ST TO SE OF BIRCH AVE. CONCRETE PAVEMENT REHABILITATION. (AC PAYBACK 1 OF 1)	2019	NHPP	\$0	\$0	\$51,997	\$0	\$0	\$51,997
TRF-0016-19A	DTA	Transit	TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	2019	LF	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000
TRF-0016-19B	DTA	Transit	TRANSIT OPERATIONS	SECT 5307: DULUTH OPERATING ASSISTANCE	2019	FTA	\$1,000,000	\$0	\$0	\$0	\$12,860,000	\$13,860,000
TRF-0016-19C	DTA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT	SECT 5307: DULUTH CAPITAL PURCHASE MISCELLANEOUS EQUIPMENT	2019	FTA	\$320,000	\$0	\$0	\$0	\$80,000	\$400,000
TRF-0016-19D	DTA	Transit	TRANSIT OPERATIONS	DULUTH PREVENTIVE MAINTENANCE	2019	LF	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
TRF-0016-19E	DTA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT	SECT 5307: DULUTH CAPITAL FACILITY REHAB	2019	FTA	\$320,000	\$0	\$0	\$0	\$80,000	\$400,000
TRF-0016-19F	DTA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT	SECT 5307: DULUTH CAPITAL FACILITY TRANSIT TERMINALS AND SHELTERS	2019	FTA	\$60,000	\$0	\$0	\$0	\$15,000	\$75,000
TRF-0016-19G	DTA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT	SECT 5307: DULUTH CAPITAL ITS ENHANCEMENTS	2019	FTA	\$80,000	\$0	\$0	\$0	\$20,000	\$100,000
TRS-0016-19T	DTA	Transit	TRANSIT VEHICLE PURCHASE	DULUTH TRANSIT AUTHORITY; PURCHASE NINE (9) STANDARD 40 FT. REPLACEMENT BUSES	2019	STBGP 5K-200K	\$3,680,000	\$0	\$0	\$0	\$920,000	\$4,600,000
TRF-0016-19H	DTA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT	SECT 5307: DULUTH TRANSIT CAPITAL (SUPERIOR STREET IMPROVEMENTS)	2019	FTA	\$480,000	\$0	\$0	\$0	\$120,000	\$600,000
TRF-0016-19ZO	DTA	Transit	TRANSIT OPERATIONS	DULUTH; SFY 2019 GREATER MN NEW SERVICE EXPANSION OPERATING (7/1/18-6/30/19)	2019	LF	\$0	\$0	\$0	\$0	\$1,348,400	\$1,348,400
TRF-0016-19ZC	DTA	Transit	TRANSIT VEHICLE PURCHASE	DULUTH; SFY 2018 GREATER MN NEW SERVICE EXPANSION CAPITAL FUNDS (7/1/18-6/30/19)	2019	LF	\$0	\$0	\$0	\$0	\$100,000	\$100,000
							\$10,694,443	\$0	\$51,997	\$320,000	\$18,837,011	\$29,903,451

Table 3: FY 2020 Federal & State Funded Transportation Projects

State Project ID	Agency / Route	Project Type	Type of Work	Project Description	Original Program Year	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$
6981-9030L	MnDOT/I-535	Bridge	Bridge rehabilitation	**SPP** I-535, NB & SB BETWEEN DULUTH & SUPERIOR WISCONSIN OVER ST LOUIS RIVER, BLATNIK BR# 9030, PAINTING	2019	NHPP	\$4,095,000	\$0	\$0	\$455,000	\$4,550,000	\$9,100,000
069-656-018	St. Louis County/CSAH 56	Road	Pavement resurface and rehabilitation	CSAH 56, MORRIS THOMAS RD, IN HERMANTOWN AT JCT US 2 TO JCT PIEDMONT AVE IN DULUTH BITUMINOUS RESURFACING, CULVERTS	2020	STBGP 5K-200K	\$1,250,000	\$0	\$0	\$0	\$1,000,000	\$2,250,000
118-126-022	Duluth/MSAS 126	Road	Pavement; storm sewer, ADA	3RD ST, IN DULUTH FROM 12TH AVE E TO MESABA AVE/MN 194 MILL & OVERLAY, STORM SEWER, C&G & ADA	2020	STBGP 5K-200K	\$1,110,000	\$0	\$0	\$0	\$246,250	\$1,356,250
118-090-024	Duluth	Bike/Ped	Trail construction	IN DULUTH, BRIGHTON BEACH BLVD TO CONGDON BLVD, CONSTRUCT MULTI-USE TRAIL	2020	STBGTA 5K-200K	\$300,000	\$0	\$0	\$0	\$339,292	\$639,292
TRF-0016-20A	DTA	Transit	TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	2020	LF	\$0	\$0	\$0	\$0	\$1,300,000	\$1,300,000
TRF-0016-20B	DTA	Transit	TRANSIT OPERATIONS	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	2020	FTA	\$1,000,000	\$0	\$0	\$0	\$12,950,000	\$13,950,000
TRF-0016-20C	DTA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT	SECT 5307: DULUTH CAPITAL SUPPORT/FACILITIES EQUIPMENT	2020	FTA	\$40,000	\$0	\$0	\$0	\$10,000	\$50,000
TRF-0016-20D	DTA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT	SECT 5307: DULUTH CAPITAL SUPPORT/FACILITIES EQUIPMENT	2020	FTA	\$40,000	\$0	\$0	\$0	\$10,000	\$50,000
TRF-0016-20E	DTA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT	SECT 5307: DULUTH CAPITAL SURVEILLANCE/SECURITY	2020	FTA	\$40,000	\$0	\$0	\$0	\$10,000	\$50,000
TRF-0016-20F	DTA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT	SECT 5307: DULUTH TRANSIT CAPITAL (SUPERIOR STREET IMPROVEMENTS)	2020	FTA	\$480,000	\$0	\$0	\$0	\$120,000	\$600,000
TRS-0016-20T	DTA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT	DULUTH TRANSIT AUTHORITY; FACILITY REHABILITATION	2020	STBGP 5K-200K	\$240,000	\$0	\$0	\$0	\$60,000	\$300,000
							\$8,595,000	\$0	\$0	\$455,000	\$20,595,542	\$29,645,542

Table 4: FY 2021 Federal & State Funded Transportation Projects

Map 2: Location of 2018-2021 TIP Projects



Project Selection

The most recent federal funding and authorization bill for transportation, *Fixing America's Surface Transportation Act* (FAST Act) was signed into law on December 4, 2015. As with the previous federal transportation bill, MAP-21 (2012), the FAST Act continues to call for the prioritization of projects on a statewide basis, which leads to the development of a Statewide Transportation Improvement Program (STIP). The statewide program is informed by those projects developed at the local level. Therefore, the state and local projects programmed in the STIP must be reflected in the local TIPs.

As the designated MPO for the Duluth-Superior region, the MIC is responsible for developing a list of priority transportation projects for the Duluth metropolitan area for programming funding through the FAST Act. The MIC is thus required to work in cooperation with the Minnesota Department of Transportation, Duluth Transit Authority, and local units of government to identify area transportation priorities and produce the annual TIP. The drafting of this document is done in conjunction with the development of a larger regional program carried out with regional partners of the Northeast Minnesota Area Transportation Partnership (NE MN ATP).

Northeast Minnesota Area Transportation Partnership

The State of Minnesota uses a mechanism called the Area Transportation Partnership (ATP) for distributing federal transportation funds throughout the state. The Duluth Metropolitan Area is served by the NE MN ATP, which is made up of local elected officials, planners, engineers, modal representatives, tribal governments, and other agencies from MnDOT District 1 that serve the eight counties of Aitkin, Carlton, Cook, Itasca, Koochiching, Lake, Pine, and St. Louis (Figure 1, page 15). Like the MIC, the purpose of the NE MN ATP is to prioritize projects in the larger region for receiving federal funding. This priority list is combined with priority lists from other ATPs around the state that ultimately make up the STIP.

Under the NE MN ATP, there are three committee levels: Work Group, Steering Committee, and the Full ATP. There are representatives from: eight individual counties; cities over 5,000; tribal communities; transit; modes; US Forest Service; DNR; MnDOT; ARDC; environmental groups; and the MIC.

Although projects from the eight counties and the MIC are competing, in a sense, for the limited federal funding that comes to Northeastern Minnesota, the process used by the NE MN ATP aims to provide a degree of equity. Proposed projects are first reviewed by the ATP Work Group, followed by the larger Steering Committee. The

Work Group develops and recommends to the Steering Committee a draft Area Transportation Improvement Program (ATIP) based on funding targets, local priorities, and ATP-approved investment guidelines per mode. The Steering Committee reviews and adjusts the draft as appropriate and recommends the revised ATIP to the full NE MN ATP. After ATP review and approval, the Draft ATIP is sent to MnDOT Central Office for compilation of the Draft STIP. The Draft STIP is again reviewed and potentially revised by the ATP. During this review period, the general public has the opportunity to comment on the ATIP. After all reviews are complete, the ATIP is submitted to MnDOT for inclusion in the final STIP.

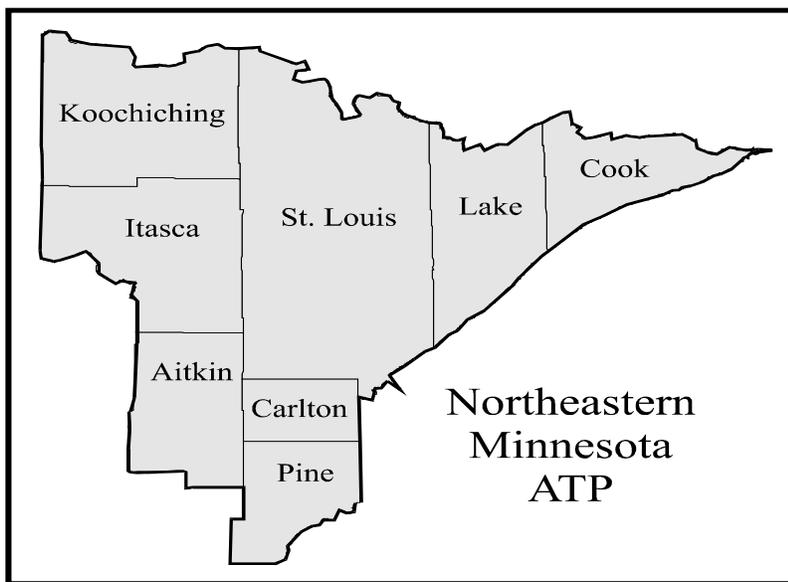


Figure 1:
Membership Counties of
the NE MN ATP

Eligibility for Roadway and Transit Projects

Federal funds can be spent on any road functionally classified as a local collector or higher (i.e. major and minor arterials). FAST Act provides funding for roadway projects through Federal Highway Administration (FHWA) funding programs and transit projects through Federal Transit Administration (FTA) funding programs. FHWA-funded projects can be maintenance-, expansion-, safety-, or operations-related, as well as enhancement-related (bike & pedestrian improvements, scenic byways, etc.). Planning, technology and various other intermodal projects (ports, airports, etc.) are also eligible for FHWA funds. A portion of Surface Transportation Block Grant (STBG) funding can also be “flexed” for transit improvements, which the NE MN ATP has agreed to do in some years to assist regional transit operators in maintaining the average age of their vehicle fleets.

Project Selection Process for the Duluth Area TIP

The TIP process should result in projects that reflect the goals, objectives, and priorities of the Duluth-Superior metropolitan area. As such, MIC staff work with area jurisdictions to ensure that the projects that end up in the TIP are consistent with those goals, objectives, and priorities.

Before the projects are submitted to the MIC, staff members meet with members of eligible jurisdictions to discuss their transportation improvement priorities and how those priorities fit within the goals and objectives spelled out in the MIC's Long Range Transportation Plan (LRTP). Following these meetings, jurisdictions are asked to submit an official project application for each project. Staff review and score these applications and present their rankings to the Technical Advisory Committee (TAC) in February. The TAC then prioritizes the project proposals based on the criteria expressed in the scoring system described below (approved by the MIC Policy Board in June 2002). The scoring system weighs the merits of each project based on the evaluation criteria listed in Table 5 (page 16). When reviewing railroad projects, however, MnDOT's Office of Freight Rail and Waterways (OFRW) ranking is also considered.

Project Evaluation and Prioritization

The MIC project evaluation process establishes a framework for decision-makers to guide them in prioritizing projects submittals. The process was designed to help ensure that projects are consistent with the goals and objectives of the metro area and that limited financial resources are used in the most effective manner possible. Projects are separately prioritized by mode of transportation, specifically by road, transit, and rail. As mentioned above, rail projects are ranked separately. Projects funded through the Transportation Alternatives program (TA) are also ranked separately, as explained on the following pages.

The MIC's process for evaluating and prioritizing area transportation projects is as follows:

- **Pre-Application Meetings (October)** – MIC staff meet with each jurisdiction eligible for federal funding prior to project solicitation to review the MIC's Long Range Plan and other plans to examine which projects are identified as most important to the area's transportation network.
- **Project Solicitation (November & December)** – MIC sends out applications to all eligible jurisdictions, which have a period of time from the beginning of November to the middle of December to submit their applications.

Table 5: TIP Project Scoring Criteria

Criteria	Points	Evaluation Question
a. Regional Benefit	30	What are the project's merits/benefits and intended effect upon the regional transportation network?
b. Mobility	30	How will the project improve the mobility of people and goods?
c. Planning Support	15	How will the project incorporate the MIC's Long Range Transportation Plan or other MIC studies?
d. Multi-modalism	10	How does the project encompass multiple modes of travel?
e. Environmental Impacts	10	How will the project respond to environmental impacts and mitigation measures?
f. Public Participation	5	What public participation has been undertaken or will take place with this project?

- **MIC Project Review & Scoring (January)** – MIC staff, as a team, review and score each project submittal based on the following evaluation criteria and point system listed in Table 5.
- **Prioritization Meeting (February)** – MIC staff presents projects and scores to the TAC. The TAC then scores the projects based on the evaluation criteria and approves a project ranking list. Next, the staff presents the projects and the TAC scores to the MIC Policy Board for their review and approval.
- **MIC Prioritized List (March)** – MIC forwards the prioritized list of projects to the NE MN ATP for inclusion into the ATIP and eventually into the STIP.

Projects funded through Transportation Alternatives

Several discretionary funding programs authorized under SAFETEA-LU are now combined under the Transportation Alternatives Program (TAP) of MAP-21. This includes funding for the former Transportation Enhancements, Recreational Trails, and Safe Routes to School programs. Construction, planning, and design for these types of projects are all eligible activities under TAP, as well as projects related to environmental mitigation, or the maintenance and preservation of historic transportation facilities. Similar to STP funds, TAP funds are allocated to the State DOT and then sub-allocated to the local level. The NE MN ATP has developed a biennial application process and TAP task force made up of elected officials and transportation professionals that is facilitated by the Arrowhead Regional Development Commission (ARDC). The selected TAP projects are subject to the approval of the NE MN ATP, but any selected TAP projects that are located within the MIC area are automatically included in the Duluth Area TIP.

Community Impact Assessment

In 1994, Presidential Executive Order 12898 mandated that every federal agency incorporate environmental justice in its mission by analyzing and addressing the effects of all programs, policies, and activities on minority and low income populations. Drawing from the framework established by Title VI of the Civil Rights Act of 1964, as well as the 1969 National Environmental Policy Act (NEPA), the U.S. Department of Transportation (USDOT) set forth the following three principles to ensure non-discrimination in its federally funded activities:

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

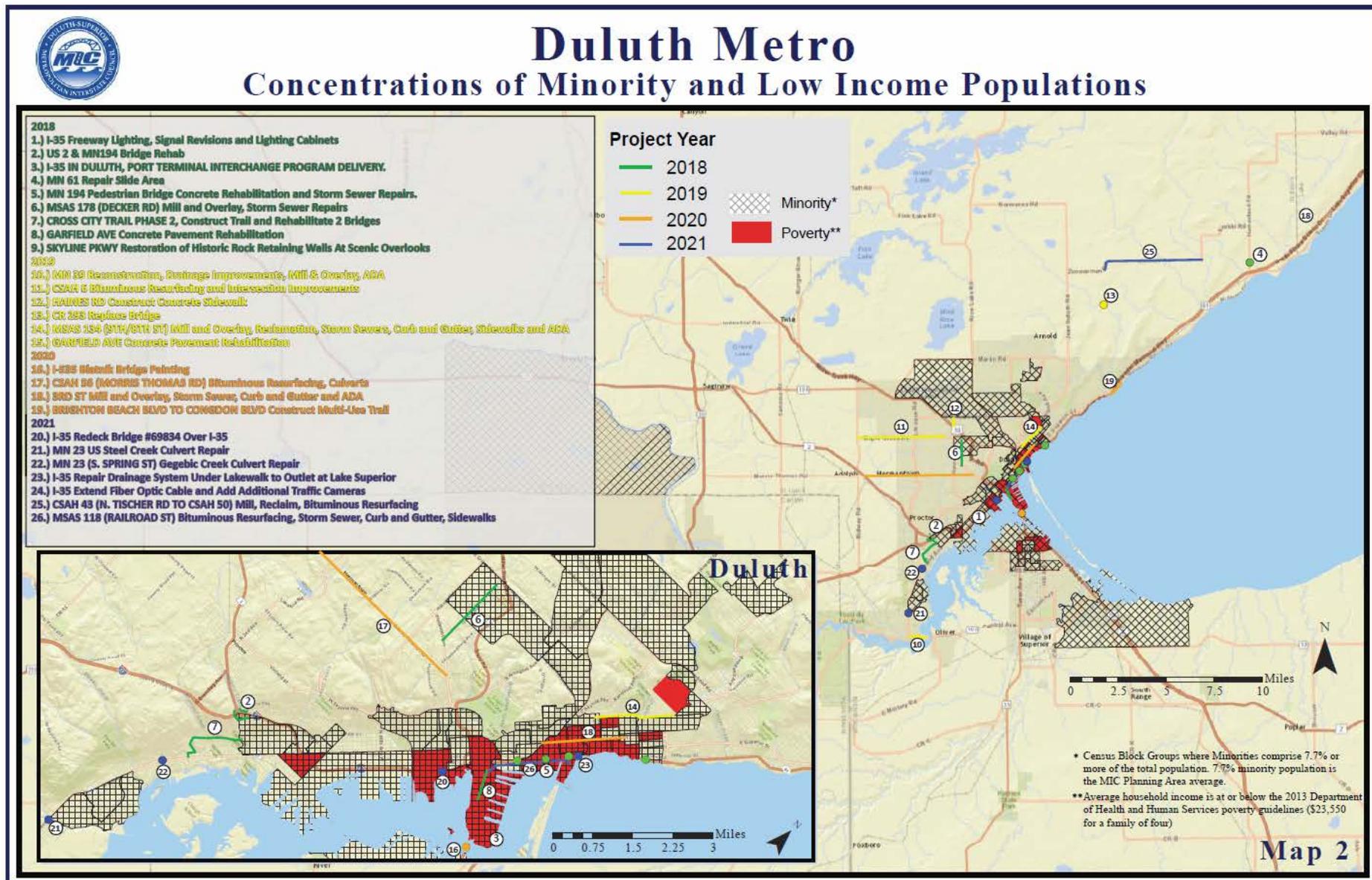
Therefore, Environmental Justice/Community Impact Assessment is a public policy goal of ensuring that negative impacts resulting from government activities do not fall disproportionately on minority or low income populations. While it is difficult to make significant improvements to transportation systems without causing impacts of one form or another, the concern is whether proposed projects negatively affect the health or environments of minority or low income populations. In the past, the impacts on these groups were often overlooked as potential criteria for project evaluation.

A community impact assessment highlights those transportation projects that could potentially have a negative impact on disenfranchised neighborhoods. Map 3 on the following page identifies the high-concentration areas of minority and low-income populations in the Duluth metro and shows their location relative to the projects that are listed in this TIP. Sixteen projects are at least partially located in these areas, thirteen of which are basic resurfacing, infrastructure rehabilitation projects, safety, or ITS projects that will have no significant alterations beyond the existing road widths.

MnDOT's 8801-I35CA-18 is for project development for potential future work on the Twin Ports Interchange. The City of Duluth's Cross City Trail project (DUL-006-40) - represents the extension or creation of a paved, multi-use trail. As planned, that project will not be physically encroaching on private property and is expected to benefit, rather than hinder, low-income individuals living in the area. St. Louis County's project 069-691-031 is for the creation of new sidewalk that is expected to benefit, rather than hinder, low-income individuals living in the area.

Community Impact Assessment

Map 3: Project Locations and Concentrations of Minority and Low-Income Populations



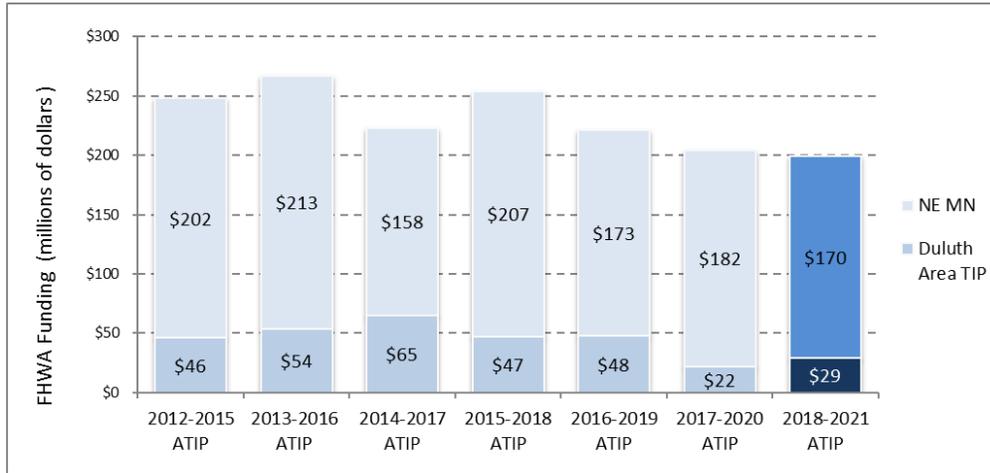
As the federally designated MPO for the Duluth-Superior metropolitan area, the MIC must demonstrate fiscal constraint when programming funding for projects in the TIP. Under 23 CFR § 450.324(h), the MIC is required to include a financial plan for the projects being programmed in the TIP, as well as demonstrate the ability of its jurisdictions to fund these projects while continuing to also fund the necessary operations and maintenance (O&M) of the existing transportation system. To comply with these requirements, the MIC has examined past trends regarding federal, state, and local revenue sources for transportation projects in the area to determine what levels of revenue can be reasonably expected over the 2018-2021 TIP cycle. The resulting revenue estimates were then compared with the cost of the projects in the TIP, which are adjusted for inflation to represent year-of-expenditure.

Federal Funding Levels

Federally funded transportation projects within the MIC area are programmed regionally through the NE MN ATP process (see page 14 for more information). The NE MN ATP receives a targeted amount of federal funding for the northeast Minnesota region which is further directed using a state-established formulae and funding targets. Although subject to flexibility, these targets are used during development of the Duluth Area TIP, the NE Minnesota ATIP, and the MN state STIP to help establish the priority list of projects. Table 6 on the following page identifies the funding targets that have been established for the NE MN ATP Region in the 2018-2021 TIP cycle.

Trends in Federal Transportation Funding

Figure 2 on the following page compares the levels of federal funding being programmed in the 2018-2021 NE MN ATIP with the ATIPs of previous years. Federal funding for the region was higher in previous years as a result of programming large MnDOT projects in the MPO, as well as the presence of non-formula High Priority (HPP) funding that had been earmarked for specific projects from the previous federal transportation bill, SAFETEA-LU. The funding profile became much different following the passing of MAP-21 in 2012, which reduced that amount of federal funding available to the eligible the counties and cities in the region. Since the passing of the FAST Act in 2015, the funding to locals has been increased slightly (from 11% to 13%). This can be seen in Table 6 on the following page, which compares current funding levels (Column C) with SAFETEA-LU levels (Column A) and MAP-21 levels (Column B).

Figure 2: Comparison of Past Federal Funding to the NE MN ATP**Table 6: Annual Funding Targets for the NE MN ATP (FHWA formula funds)**

Program	Column A: SAFETEA-LU Levels		Column B: MAP-21 Levels		Column C: Current Levels	
	Target Federal Formula \$ 2013-2016 (Avg/Yr)	Per Cent	Target Federal Formula \$ 2016-2019 (Avg/Yr)	Per Cent	Target Federal Formula \$ 2018-2021 (Avg/Yr)	Per Cent
Rail Crossings	\$ 812,250	2%	(administered statewide)	NA	(administered statewide)	NA
Transit (Cities > 10,000)	\$2,787,633 (combined)	6%	\$ 250,000	< 1%	(administered statewide)	NA
Transit (Rural)			\$ 850,000	2%	(administered statewide)	NA
Transp. Alternatives (TA)	\$ 1,486,886	4%	\$ 900,000	2%	\$ 925,000	2%
Safety (State managed HSIP)	\$ 1,363,940	3%	\$ 1,200,000	3%	(administered statewide)	NA
Safety (ATP 1 managed HSIP)					\$ 1,475,000	4%
Cities / Counties (MPO)	\$ 7,813,325 (combined)	19%	\$ 2,200,000	5%	8,925,000 (Combined)	22%
Cities / Counties (NE MN ATP)			\$ 2,500,000	6%		
MN/DOT	\$ 26,987,617	65%	\$ 35,000,000	81%	\$ 29,195,000	72%
Total	\$ 41,251,651	100%	\$ 43,000,000	100%	\$ 40,520,000*	100%

* Total does not include Transit, Rail Crossing, or state-managed HSIP funding, which are handled centrally through MnDOT for the entire state.
Source: MnDOT District 1 (2017)

Table 7: Total Federal Requests* vs. Funding Targets (millions of dollars)

Year	EXPENDITURES			REVENUES
	Federal Funding 2018-2021 Duluth TIP	NE MN 2018-2021 ATP (not incl. MIC projects)	Total	ATP Funding Target (4 years) *
2018	\$12,594,696	\$34,775,287	\$47,369,983	\$46,707,000
2019	\$4,806,440	\$45,266,400	\$50,072,840	\$50,811,000
2020	\$6,755,000	\$50,291,642	\$57,046,642	\$56,813,000
2021	\$4,842,500	\$40,066,976	\$44,909,476	\$46,493,000
Total	\$28,998,636	\$170,400,305	\$199,398,941	\$200,824,000

Source: MnDOT District 1 (2017)

The revenues shown in Table 7 on the previous page represent four years of funding for the NE MN ATP at the current FAST-Act levels. The amounts shown in the table represent the cooperative programming decisions of the MIC, MnDOT, and the NE MN ATP regarding the amount of federal funding expected to be available to the region between the years 2018-2021. The table also shows how this federal funding is being distributed between the MIC and the greater NE MN ATP (HPP and FTA projects are not included). It also demonstrates that the planned expenditure of \$199.4 million in federal highway funds during 2018 through 2021 is below the \$200.8 million-dollar revenue target for the region, which indicates that the federal funding requests are in line with what is reasonably expected to be available to the region. It should be emphasized that these numbers only represent estimates at this time.

Financial Plan: Highway Investments

Table 10 on page 23 represents the Duluth Area’s financial plan for funding the highway projects being programmed in the 2018-2021 Duluth Area TIP. The table identifies individual funding sources as specified by each of the jurisdictions to be expected and available during the next four years.

Assessment of Fiscal Constraint

The MIC has assessed the ability of the area’s highway jurisdictions to meet their financial commitments with regards to the projects being programmed in the TIP while also continuing to fund their ongoing operations and maintenance (O&M). To demonstrate fiscal constraint, project costs were compared with budget data from previous years. Project costs have been adjusted to reflect an inflation rate of 6% per year (as they are also presented in the project tables on pages 9-12) to account for the effects of inflation at the *year of expenditure*. Revenue estimates were held flat over this same period, as budget increases cannot be reasonably assumed at this time.

Table 8 on the page 25 provides expected annual average revenue levels for the Duluth Area jurisdictions based on the expenditures of recent years. The *O&M* column represent all roadway expenditures short of any major rehabilitation (including seal coating, street lighting, snow removal, etc.), while *Capital Outlay* represents expenditures related to the rehabilitation or construction of roads. These averages are compared against the 2018-2021 TIP project costs in Table 9 to show that project costs in the TIP do not exceed the revenue levels expected for capital outlay, and that jurisdictions will also continue to have the financial capability to carry out general system maintenance beyond the funds directed to those TIP projects.

Table 8: Funding for Streets and Highways in Recent Years (millions of dollars)

Jurisdiction	2013		2014		2015		2016		Annual Avg	
	O&M	Capital Outlay	O&M	Capital Outlay	O&M	Capital Outlay	O&M	Capital Outlay	O&M	Capital Outlay
MnDOT Dist 1	23.1	12.7	22.9	12.5	23.1	12.7			\$20.4	\$15.2
St. Louis County*	7.6	7.6	7.9	7.6	8.1	9.8	7.9	10.4	\$7.5	\$8.2
City of Duluth	11.4	2.8	11.3	4.0	11.6	0.0	11.9	6.9	\$11.5	\$3.4
City of Hermantown	0.6	0.0	0.6	0.0	0.6	0.0	0.7	0.0	\$0.6	\$0.0
TOTAL	\$42.7	\$23.1	\$42.7	\$24.1	\$43.4	\$22.5			\$40.0	\$26.7

Source: Minnesota Office of State Auditor Summary Budget Data (2013-2016)

*Funding level represents percentage of County road miles within the MIC area.

Table 9: Total Project Costs: 2018-2021 Duluth Area TIP (millions of dollars)

Jurisdiction	2018	2019	2020	2021	EXPENSES	REVENUES	
					2018-2021 TIP (4-year total)	Avg. Expend. (4 years)	
						O&M	Capital Outlay
MnDOT Dist 1	12.95	1.60	9.10	5.83	\$29.5	\$81.6	\$60.8
St. Louis County	-	3.27	2.25	3.14	\$8.7	\$30.0	\$32.8
City of Duluth	4.19 (1.4 Demo)	1.35	1.99	1.70	\$9.2 (\$1.4 Demo)	\$46.0	\$13.6
City of Hermantown	-	-	-	-	\$0.0	\$2.4	\$0.0
TOTAL	\$17.14	\$6.22	\$13.35	\$10.67	\$47.4	\$160.0	\$106.8

Table 10: Highway Funding Plan: 2018-2021 Duluth Area TIP (millions of dollars)

	Funding Source	MnDOT Dist. 1	St. Louis Co.	Duluth	Hermantown	TOTAL
	Federal Aid	17.69	5.15	4.82	-	\$27.66
	Federal Demo funds	-	-	1.36	-	\$1.36
	State TH / State Bond	7.24			-	\$7.24
	State grant	-	-	-	-	\$0.00
Local	General Fund	-	-	-	-	\$0.00
	Specific Tax Revenue	-	-	-	-	\$0.00
	Assessment	-	-	-	-	\$0.00
	Bonds	-	-	-	-	\$0.00
	Other Local/General Local	4.55 (WisDOT)	3.51	3.01	-	\$11.07
	2018-2021 TIP (4-year total)	\$29.48	\$8.66	\$9.19	\$0.00	\$47.33

Financial Plan: Transit Investments

Table 13 on page 27 represents the Duluth area's financial plan for funding the transit projects listed in the 2018-2021 Duluth Area TIP. The table identifies specific sources of funding that the DTA has determined to be reasonably expected and available during the next four years.

Assessment of Fiscal Constraint

The MIC has assessed the ability of the DTA to meet their financial commitments with regards to the transit investments being programmed in the TIP while also continuing to fund their ongoing O&M. The costs of these investments have been adjusted to reflect an inflation rate of 3.5% per year (as they are also presented in the project tables on pages 9-12).

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

Table 11 shows the DTA's average annual funding levels based on historical expenditures. When compared with the funding requests shown in Table 12, the DTA's programmed investments for years 2018-2021 are expected to be lower than the overall 4-year revenue average by \$3.2 million.

A new 2-year pilot program funded through MnDOT has allowed the DTA to expand service and introduce several new routes within the Duluth area. The service expansion is programmed in the TIP for 2018 and 2019. After the grant funding runs out there is no funding plan in place to sustain that expanded service. Additional funding may be needed to continue providing service to those areas being served during the pilot program.

Table 11: Funding for Transit in Recent Years (millions of dollars)

Expenditure	2013	2014	2015	2016	Annual Avg.
Operations & Maintenance	12.7	12.5	11.4	12.1	\$12.2
Capital Outlay	7.6	7.6	20.8	1.0	\$9.0
Bus Purchases	2.8	4.0	0.0	2.6	\$2.4
TOTAL	\$23.1	\$24.1	\$32.2	\$15.7	\$23.8

Source: Duluth Transit Authority (2017)

Table 12: Total Costs by Project Type: 2018-2021 Duluth Area TIP (millions of dollars)

Source	2018	2019	2020	2021	EXPENSES	
					2018-2021 TIP (4-year total)	Avg. Expend. (4 years)
Operations & Maintenance	17.4	17.4	15.25	15.4	\$65.5	\$16.4
Capital Projects	2.6	1.7	1.05	1.4	\$6.8	\$1.7
Bus Purchases	0.8	4.6	0	4.7	\$10.1	\$2.53
TOTAL	\$20.8	\$23.7	\$16.3	\$21.5	\$82.3	\$20.6

Source: Duluth Transit Authority (2017)

Table 13: Transit Funding Plan: 2018-2021 Duluth Area TIP (millions of dollars)

Funding Source	2018		2019		2020		2021		TOTAL	
	O&M	Capital	O&M	Capital	O&M	Capital	O&M	Capital		
Federal Aid - 5307	1.5	1	-	1.7	-	0.8	1	1.1	\$7.2	
Federal Aid - 5339	-	.7	-	-	-	-	-	-	\$0.7	
Federal Aid - STP	-	-	-	3.7	-	-	-	3.8	\$7.4	
State Aid / State Bond	10.6	-	12.8	-	12.2	-	11.5	-	\$47.2	
Local	Tax Levy	-	1.4	0.1	.8	-	0.2	-	1.2	\$3.7
	Local Operating Grant	1.6	-	1.4	-	-	-	-	-	\$3.0
	Passenger Revenue	2.2	-	2.2	-	2.1	-	2.2	-	\$8.6
	Auxiliary Revenues (Advertising revenue, etc.)	.5	-	0.9	-	1	-	.7	-	\$3.1
	Local Capital Fund	-	1.3	-	.1	-	-	-	-	\$1.4
2018-2021 TIP Totals	\$16.4	\$4.4	\$17.4	\$6.3	\$15.3	\$1.0	\$15.4	\$6.1	\$82.3	

Source: Duluth Transit Authority (2017)

Public Involvement

The MIC is committed to being a responsive and participatory agency for regional decision-making. Every year, the public is given a continuous opportunity to view all TIP related materials on the MIC website (www.dsmic.org/tip) and provide comment via phone, email, or through the MIC blog (www.duluthsuperioropenmic.org). Prior to project solicitation in November, the MIC encourages eligible jurisdictions to submit projects that have had, or will have some level of public input. This information then becomes part of the criteria used to prioritize TIP project submittals.

The MIC annually reaffirms its dedication to transparency and outreach in the TIP process and evaluates its public involvement efforts every year. From year to year, some of the outreach activities chosen may be more proactive or more targeted than in other years, based on the projects that are being programmed. However, the core objectives remain the same: transparency, public awareness, and open access to the planning process for all those who are interested.

2018-2021 Duluth Metro TIP Public Participation Summary

The MIC began the 2018-2021 TIP process with the development of a public engagement strategy that identified the actions listed in Table 15 below. The table shows the actions that were taken and explains the reasons for any deviations from the original strategy.

Table 14: Public engagement strategy and implementation

TIP Public Engagement Strategy: Identified Strategy Actions and Dates	Implementation Status
<p><u>October 2016 - November 2016</u></p> <p>1. Commencement of 2018-2021 TIP cycle</p> <p>a) Conduct initial communications and update TIP engagement strategy.</p>	1.a Completed as planned.
<p><u>November 2016 - March 2017</u></p> <p>2. Project solicitation</p> <p>a) Announce start of project solicitation period at November/December TAC, MIC and DTA meetings; explain application materials/process (introduce project timeline).</p>	2.a Completed as planned.

(Table 14 Continued)

- b) Publish jurisdictions' project applications up on the MIC website.
- c) Send notice to MIC mailing list contacts.
- d) Posted informational display in Downtown Skywalk.

3. Project Scoring

- a) Emphasize "public involvement" category as part of project scoring criteria and report public comments to date prior to TAC and MIC boards prior to project scoring activity at March TAC and MIC meetings.

May 2017 - August 2017**4. Drafting/Releasing the 2018-2021 TIP**

- a) Distribute draft TIP document to TAC and MIC members prior to August meetings (where draft will be presented for approval).
- b) Post Draft 2018-2021 TIP on MIC website.
- c) Publish legal notice in Duluth News Tribune, commencing 30-day Public Review period;
- d) Publish blog article to notify and solicit comment on the draft TIP document.
- e) Hold a MIC office open house to invite people to come and discuss the projects in the draft TIP.
- f) Report public comments at August TAC and MIC meetings prior to approval.

2.b **Completed** as planned.

2.c, 2.d **Completed**. Project information was included in February MIC mailings. Advertised proposed projects with a poster in the downtown Skywalk during the month of February.

3.a **Reported** to TAC and MIC members all public comments received during the initial public comment period.

4.a **Completed**. The Draft TIP was mailed out to TAC and MIC members for review on June 29th.

4.b and 4.c **Completed**. Following TAC and MIC approval, the draft was posted on the MIC's website on July 1st. A legal notice of the official review period was published in the Duluth News Tribune July 3rd.

4.d **Completed**. Blog article was published June 24th.

4.e **In Progress**. Open house was held on July 19th and 26h at ARDC.

4.f **In Progress**. Staff reported on public comments received during development of the 2016-2019 TIP.

Public Comments Received

For the month of February 2017, an informational poster was displayed in the Skywalk outside of the ARDC offices. It presented the new projects that were being submitted to the TIP for federal funding in FY 2021. The poster directed people to the MIC's website for more information and invited them to comment on any of the projects by email, phone, or in person. MIC staff also presented the project applications received at the DTA board meeting in March, 2017. Several comments were received from these efforts and are summarized in Table 15 on the following pages.

A draft of the 2018-2021 Duluth Area TIP was distributed via email to members of the MIC's TAC and policy board on Augustth. Individuals on the MIC mailing list were also notified that the MIC Board would be voting to approve the draft on August 23, 2017.

Upon release of the Draft 2018-2021 Duluth Area TIP in July for the official 30-day public review period, several outreach efforts were initiated. First, the draft was posted on the MIC's website, and a legal notice was published in the Duluth News Tribune on Sunday, July 23, 2017. A blog article was posted on the OpenMIC blog on July 20, titled "Seeking Comments on Proposed Transportation Projects", which summarized the TIP, provided a link to the draft TIP document, and encouraged readers to comment. Finally, the MIC staff held a TIP "Open House" at the ARDC offices in Downtown Duluth on July 19th and 26th from 10am to 2pm to take public comment on the final draft.

The MIC received several comments which can be read in the public comment log (Table 15) found on the following pages. No comments were received during the public comment period. Comments from previous TIP documents and outreach efforts were also included as they are still relevant to projects listed in this TIP.

Table 15: Comments Received Through TIP Public Outreach Efforts

Date Received	Type	Comment	Response
6/21/17	In-person	Lismore Rd Resurfacing Project: I would rather see the rumble strips placed on the edge-line/fog-line and not deep into the shoulder. Placing the rumble strips into the shoulder takes away valuable space from bicycles and others.	<i>Comment was made at the MIC board meeting. Comment will be forwarded on to the TAC board and to St. Louis County Engineering.</i>
2/29/16	In-person	Decker Road Resurfacing Project: My residence is one of the only homes in the area that is not connected to city sewer. I would like to have a sewer connection and am wondering if I can get that connection made during this project.	Informed person their comment would be reported to City Engineering, and to TAC and MIC board members by the March 16 th MIC meeting and that they had an opportunity to address that body in person at that meeting, if they chose to do so.
2/29/16	In-person	Decker Road Resurfacing Project: Between Anderson Road and Mall Drive, the cross slope in section of Decker Road sinks towards the East. It has no fog lines, and I consistently observe traffic shifting way over next to the sidewalk, as a result of that cross slope. There is poor drainage as a result too. So, I am wondering if the slope can be corrected as part of the project. If not, at least a fog line should be installed. It might actually be better to move the sidewalk to the other side of the road, because if the pavement is made nice and smooth, that's probably going to cause traffic speeds to go up. I understand that bike lanes could eventually go on this road, and so this phenomenon with traffic is probably a safety concern in that regards too.	<i>ibid.</i>
2/29/16	In-person	Decker Road Resurfacing Project: There are a lot of water line breaks along Decker Road, specifically in the segment where I live – typically multiple breaks a year. I am wondering if repairs that can fix this problem can be part of this project. Also, we have a storm sewer that drains directly onto our property (in the area of “the dip”. The storm sewer outlets there accumulate a lot of debris, and there are drainage issues on both sides of the road. I am hoping that these issues could be addressed during this project.	<i>ibid.</i>
2/29/16	In-person	Decker Road Resurfacing Project: Will driveway aprons be upgraded as part of this project? I would really like to see those get improved too because they are in bad shape too.	<i>ibid.</i>
3/7/16	In-person	E 8th/E 9th Street Resurfacing Project: Does the City have any idea that there is a water issue on the north of E 9th Street at 6th Ave E? Water is not getting into the grate, and the street is getting undermined.	<i>ibid.</i>
3/7/16	In-person	E 4th Street Resurfacing Project: E 4th Street is a corridor that's very heavily used by pedestrians – the whole hillside is very heavily pedestrian, actually. When the City does street projects, it often closes sidewalks off in a way that requires a lot of zig-zagging across very busy streets. It can be very treacherous. People that live there really need functioning sidewalks.	<i>ibid.</i>
3/7/16	In-person	E 8th/E 9th Street Resurfacing Project: The last time the City resurfaced the street, they improved the pavement only up to about 30' or 40' on each side of the bridge – they said that MnDOT was responsible for that pavement because they were responsible for the	<i>ibid.</i>

		<p>bridge. Yet, when the bridge was finally got replaced, the bad pavement was not. Responsibility for that pavement seems contested. Meanwhile, the pavement is getting to be in much worse condition. Who's going to touch it? Will it be dealt with as part of this project?</p>	
<p>3/7/16</p>	<p>In-person</p>	<p>E 8th/E 9th Street Resurfacing Project: The City needs to program the traffic signals at the intersection of 6th Ave E & E 9th Street to allow more time for pedestrians to get across 6th Ave E. The City needs to do a better job of this with their signals in general, but specifically at the intersection of 6th Ave E & E 9th Street. When they establish the timing for the signal, they should take a person in a wheel chair out there with them in order to get better timing for that intersection.</p>	<p><i>ibid.</i></p>
<p>8/17/16</p>	<p>In-person</p>	<p>E 8th/E 9th Street Resurfacing Project: The intersection of E 9th Street and 6th Ave E is a dangerous crossing. There is a large population of persons with disabilities in that area that may have difficulties crossing. The crossing is confusing and the signal does not allow enough time for pedestrians to cross safely.</p>	<p><i>Comment was made at the MIC board meeting. Comment will be forwarded on to the TAC board and to City Engineering.</i></p>

Monitoring Progress

The MIC has the responsibility of monitoring and documenting the progress of projects listed in the TIP each year. Specifically, the MIC is asked to note changes in priorities from prior years, as well as list the major projects from the previous TIP that have been either implemented or significantly delayed.

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

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

The status of the projects programmed in the previous years’ TIP (the 2017-2020 Duluth Area TIP), have been updated with this TIP (2018-2021 TIP). Projects programmed for FY 2017, however, are presently being constructed and are dropping out of this updated TIP. Table 16 on the following page provides a status report on those projects. Two projects originally programmed for 2017 will not be delivered as planned in the previous TIP. The City of Duluth’s Cross City Trail projects (118-090-018) and (118-090-019) is being postponed until 2018.

Table 16: FY 2017 Projects Status Report

Duluth Area TIP: FY 2017																	
Amend./ Admin. Mod.	Amend./Mod. Date	MIC Project ID	L RTP Reference	State Project ID	Agency / Route	Project Type	Type of Work	Project Description	Original Program Year	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$	Project Status
		M-003-40	Page 5-13	6910-92	MnDOT/STH 23	Bridge	Bridge rehabilitation	STH 23: Replace/rehabilitate bridge (BR# 5757) over Mission Creek.	2017	SF	\$0	\$0	\$0	\$2,900,000	\$0	\$2,900,000	Let - Construction on hold.
		M-040-NP	NA	6982-320	MnDOT/I-35	Road	Appurtenance	I-35 Lighting: tower lighting from 18th Ave W to 21st Ave W.	2017	SF	\$0	\$0	\$0	\$100,000	\$0	\$100,000	Construction in October
		M-008-40 M-009-40	Page 5-13	6980-59	MnDOT/I-535	Road	Concrete preservation and rehabilitation	I-535 Concrete preservation: Nb and Sb lanes from Blatnik Bridge to I-35; Blatnik Bridge: repairs and navigational lighting.	2017	NHPP	\$1,620,000	\$0	\$0	\$180,000	\$200,000	\$2,000,000	Under Construction
		NA	NA	6982-326	MnDOT/I-35	Road	IMPACT ATTENUATOR	I-35, I-535 & US 53 IN DULUTH FROM JCT CODY ST TO JCT LAKE AVE. VARIOUS LOCATIONS, REPLACE CRASH END ATTENUATORS. (ASSOC 6980-61, 6915-135)	2017	SF	\$0	\$0	\$0	\$600,000	\$0	\$600,000	Construction in October
		STL-003-40	Page 5-15	069-609-040AC	Duluth & St. Louis County/CSAH 9	Road	Grade and surface; storm sewer	E 4th St (CSAH 9): Reconstruction from 6th Ave E to Wallace Rd (AC Payback). 2.5 miles.	2016	STP	\$0	\$0	\$1,400,000	\$0	\$0	\$1,400,000	Under Construction
Mod#2		STL-023-NP	NA	069-070-025	St. Louis County/CSAH 4	Road	Traffic control devices	Traffic Signal Confirmation Lights Project: Install red-light-running confirmation lights at various locations in Duluth and Hermantown	2017	HSIP	\$75,600	\$0	\$0	\$0	\$8,400	\$84,000	Under Construction
Mod#1; Mod#3; Mod#4	12/14/2016; 1/10/17; 2/15/2017	DUL-009-40	Page 5-17	118-060-011	Duluth	Bike/Ped	Appurtenance	**MN178**MN179**SB** Northshore Scenic Drive, From Jct. MN 61 to the NE Duluth City Limits, Shoulder Widening and Rehabilitation	2016	TAP	\$2,282,897	\$0	\$0	\$0	\$571,303	\$2,854,200	Beginning Construction
Mod#1	1/18/2017	DUL-016-40 DUL-023-40 DUL-024-40	Page 5-18	118-060-012	Duluth	Bike/Ped	Preservation/Maint	**SB** Skyline Parkway: Restoration of historic rock retaining walls at various scenic overlook facilities.	2017	TAP	\$1,228,333	\$0	\$0	\$0	\$306,504	\$1,534,837	Project bid soon to be awarded
		DUL-007-40	Page 5-17	118-090-023	Duluth	Bike/Ped	Appurtenance	Lakewalk: Shared use path along Water St between 20th Ave E and 23 Ave E.	2017	TAP	\$185,447	\$0	\$0	\$0	\$46,362	\$231,809	Beginning Construction
Mod#1	12/14/2016	DUL-006-40	Page 5-17	118-090-018	Duluth	Bike/Ped	Trail construction	**MN146** Cross City Trail Phase 2: Construct trail from Kingsbury Creek to Munger Trail. 2 miles.	2013	Demo	\$1,030,551	\$0	\$0	\$0	\$561,934	\$1,592,485	Moved to 2018
		DUL-006-40	Page 5-17	118-090-019	Duluth	Bike/Ped	Trail construction	**MN146** Cross City Trail: Construct trail and rehab 2 bridges from Duluth Zoo to Knowlton Creek. 1.2 miles.	2015	Demo	\$334,400	\$0	\$0	\$0	\$200,000	\$534,400	Moved to 2018
Amend #3; Mod#6	1/18/2017; 4/18/17	DTA-003-40	Page 5-26	TRF-0016-17A	DTA	Transit	Operations	SECT 5307: Dial-a-ride transit operating assistance.	2017	LF	\$0	\$0	\$0	\$0	\$958,000	\$958,000	NA
Amend #3; Mod#6	1/18/2017; 4/18/17	DTA-002-40	Page 5-26	TRF-0016-17B	DTA	Transit	Operations	SECT 5307: Operating assistance.	2017	LF	\$0	\$0	\$0	\$13,700,000	\$13,700,000	NA	
Amend #3	1/18/2017	DTA-005-40	Page 5-26	TRF-0016-17C	DTA	Transit	Capital	SECT 5307: Transit capital	2017	na	\$0	\$0	\$0	\$0	\$0	\$0	Dropped
Amend #3	1/18/2017	DTA-004-40	Page 5-26	TRF-0016-17D	DTA	Transit	Operations	SECT 5307: Preventative maintenance	2017	na	\$0	\$0	\$0	\$0	\$0	\$0	Dropped
Amend #3; Mod#6	1/18/2017; 4/18/17	DTA-005-40	Page 5-26	TRF-0016-17E	DTA	Transit	Support Facilities	Section 5307: Maintenance Facility Rehabilitation	2017	FTA	\$400,000	\$0	\$0	\$0	\$85,000	\$485,000	NA
Mod#6	4/18/2017		Page 5-27		DTA	Transit	Capital	Section 5307: Support Vehicle Acquisition	2017	FTA	\$48,000	\$0	\$0	\$0	\$12,000	\$60,000	NA
	1/18/2017; 4/18/17	DTA-005-40	Page 5-26	TRF-0016-17F	DTA	Transit	Support Facilities	Section 5307: ITS Updates	2017	FTA	\$48,000	\$0	\$0	\$0	\$12,000	\$60,000	NA
Amend #3; Mod#6	1/18/2017; 4/18/17	DTA-005-40	Page 5-26	TRF-0016-17G	DTA	Transit	Facility Rehab	Section 5307: Rehabilitation of Operations Facility Roof	2017	FTA	\$520,000	\$0	\$0	\$0	\$130,000	\$650,000	NA
Amend #3; Mod#6	1/18/2017; 4/18/17	DTA-005-40	Page 5-26	TRF-0016-17H	DTA	Transit	ITS Enhancements	Section 5307: Real-Time Signage	2017	FTA	\$80,000	\$0	\$0	\$0	\$20,000	\$100,000	NA
Amend #3; Mod#6	1/18/2017; 4/18/17	DTA-005-40	Page 5-26	TRF-0016-17I	DTA	Transit	TSP Expansion	Section 5307: Transit Signal Priority (TSP)	2017	FTA	\$320,000	\$0	\$0	\$0	\$80,000	\$400,000	NA
Amend #3; Mod#6	1/18/2017; 4/18/17	DTA-005-40	Page 5-26	TRF-0016-17J	DTA	Transit	Amenities	Section 5307: Superior Street Passenger Amenities	2017	FTA	\$320,000	\$0	\$0	\$0	\$80,000	\$400,000	NA
Amend #3; Mod#6	1/18/2017; 4/18/17	DTA-005-40	Page 5-26	TRF-0016-17K	DTA	Transit	Support Facilities/E	Section 5307: Acquisition of new electric and hybrid batteries	2017	FTA	\$444,000	\$0	\$0	\$0	\$111,000	\$555,000	NA
Amend #3; Mod#6	1/18/2017; 4/18/17	DTA-006-40	Page 5-26	TRF-0016-17L	DTA	Transit	RR Electric Bus	Section 5307: Regular Route Electric Bus	2017	FTA	\$788,000	\$0	\$0	\$0	\$197,000	\$985,000	NA
Amend #1	12/14/2016	DTA-006-40	Page 5-26	TRS-0016-17T	DTA	Transit	Capital	STP FUNDS: CITY OF DULUTH; REPLACE EIGHT 40 FT. REGULAR ROUTE BUSES	2017	STP	\$3,014,400	\$0	\$0	\$0	\$753,600	\$3,768,000	NA
Amend #1	12/14/2016	DTA-006-40	Page 5-26	TRF-9121-17	DTA	Transit	Capital	SECT 5339: CITY OF DULUTH; REPLACE TWO 40 FT. REGULAR ROUTE BUSES	2017	FTA	\$753,600	\$0	\$0	\$0	\$188,400	\$942,000	NA
											\$13,093,228	\$0	\$1,400,000	\$3,780,000	\$18,221,503	\$36,834,731	

Common Acronyms

AC – Advance Construction
ADA – Americans with Disabilities Act
ADT – Average Daily Traffic
ARDC - Arrowhead Regional Development Commission
AQ - Air Quality
ATIP - Area Transportation Improvement Program
BR – Bridge Replacement
CBD - Central Business District
CMAQ - Congestion Mitigation/Air Quality
CO - Carbon Monoxide
CSAH - County State Aid Highway
DTA - Duluth Transit Authority
EPA - Environmental Protection Agency
FAST Act – Fixing America’s Surface Transportation Act (2015)
FHWA - Federal Highway Administration
FTA - Federal Transit Administration
FY - Fiscal Year
HPP - High Priority Projects
LF – Local Funds
LRTP - Long Range Transportation Plan
MAP-21 - Moving Ahead for Progress in the 21st Century (2012)
MIC - Metropolitan Interstate Council
MnDOT - Minnesota Department of Transportation
MPCA - Minnesota Pollution Control Agency
MPO - Metropolitan Planning Organization
NAAQS - National Ambient Air Quality Standards
NE MN ATP - Northeast Minnesota Area Transportation Partnership
NEPA - National Environmental Policy Act
NHPP - National Highway Preservation Program (formerly the NHS program)
NHS - National Highway System program
NWRPC - Northwest Regional Planning Commission
O&M - Operations and Maintenance
SIP - State Implementation Plan
STIP - State Transportation Improvement Program
STP - Surface Transportation Program
STRIDE - Specialized Transportation RIDE
TAC - Transportation Advisory Committee to the MIC
TAP - Transportation Alternatives Program (formerly Transportation Enhancements program)
TCM - Transportation Control Measures
TCP - Transportation Control Plan
TDP - Transportation Development Program
TEA-21 - Transportation Equity Act for the 21st Century
TH - Trunk Highway
TIP - Transportation Improvement Program
TSM - Transportation System Management
SAFETEA-LU - Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (2005)
WisDOT - Wisconsin Department of Transportation

Public Notice

NOTICE OF 30-DAY PUBLIC COMMENT PERIOD

The Duluth-Superior Metropolitan Interstate Council (MIC), located at the Arrowhead Regional Development Commission in Duluth, has prepared a Draft Fiscal Year 2018-2021 Transportation Improvement Program (TIP) for the Duluth Metropolitan Area. The Draft TIP lists all transportation projects in the greater metropolitan area that are recommended by the MIC Board to receive federal transportation funds for FY 2018-2021.

Public comments are being taken until August 22, 2017 on the Draft TIP and the proposed projects. To view the Draft TIP online, visit www.bit.ly/2021DuluthTIPdraft. To request a hard copy of the document, contact Chris Belden, who is taking all public comments on the document, at cbelden@ardc.org or (218)529-7502. (Free TTY services are available through Minnesota Relay at 800-627-3529).

Comments and questions are also welcomed through an online forum being hosted at <http://dsmic.org/2021duluthtipdraft> for the duration of the public comment period, or during two drop-in Open House public information sessions to be held on Tuesday, August 8th from 10:00a.m. to 12:00p.m. and Thursday, August 10th from 2:00 p.m. to 4:00 p.m. or by appointment – contact Chris Belden, at the Arrowhead Regional Development Commission office, 221 West First Street, 2nd floor, Duluth, MN.

The Draft TIP, along with all comments received, will be considered for final approval at the MIC Board meeting on August 23, 2017. The final version of the 2018-2021 TIP will list all transportation projects that have been planned and programmed for federal funding within the Duluth area for those four years.

Public comment is solicited for a 30-day period in accordance with the MIC's Public Involvement Plan for this Draft, as well as for the final TIP upon introduction of a major amendment. **The MIC's public participation process satisfies the Duluth Transit Authority's public participation requirements for the program of projects.**

MIC Resolution Adopting the 2018-2021 TIP

