

Duluth-Superior Metropolitan Interstate Council



2018

Unified Transportation Planning Work Program and Budget



Approvals: 10.18.17 MIC Policy Board
10.24.17 MnDOT

Duluth-Superior
Metropolitan Interstate Council
FY 2018
UNIFIED TRANSPORTATION PLANNING
WORK PROGRAM AND BUDGET
Approved October 2017



Duluth-Superior 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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The work activities described within are supported by funding from the Federal Highway Administration, the Federal Transit Administration, the Minnesota and Wisconsin Departments of Transportation, the Arrowhead Regional Development Commission and the Northwest Regional Planning Commission. The contents of this document reflect the views of the authors who are responsible for the facts or accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the U.S. Department of Transportation. The report does not constitute a standard, specification, or regulation.

TITLE VI COMPLIANCE

The Duluth-Superior Metropolitan Interstate Council (DSMIC) hereby gives public notice that it is the policy of the MPO to assure full compliance with Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI assures that no person shall, on the grounds of race, color and, national origin be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination under any program or activity for which the DSMIC receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DSMIC has a right to file a formal complaint with DSMIC, ARDC, Mn/DOT or US DOT. Any such complaint must be in writing and filed with DSMIC/ARDC's Title VI Compliance Manager within one hundred eighty (180) days following the date of the alleged discriminatory occurrence.

For more information, or to obtain a Title VI Discrimination Complaint Form, please see our website at:

www.dsmic.org/titlevi-policy

or you can view a copy at our offices at 221 W. 1st Street, Duluth, MN

Duluth-Superior Metropolitan Interstate Council
2018 UNIFIED TRANSPORTATION PLANNING WORK PROGRAM

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DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

Member, Staff and Advisory Committee Listing – October 2017

MIC Policy Board	Transportation Advisory Committee
Broc Allen – Douglas Co. Suburban Townships	Bryan Anderson – MnDOT
Ed Anderson – City of Superior Citizen Rep	David Bolf – City of Hermantown (<i>Chair</i>)
Nick Baker – Douglas County Board (<i>WI Co-chair</i>)	Mark Casey – City of Proctor
Warren Bender – Superior City Council	Jim Foldesi – St. Louis County
Wayne Boucher – City of Hermantown, Mayor	Josh Gorham – BPAC Representative
Mike Casey – DTA Board	Jason Jackman – Douglas County
Pete Clark – Douglas County Board	Todd Janigo – City of Superior (<i>Vice-Chair</i>)
Earl Elde – St. Louis County Suburban Townships	Dennis Jensen – Duluth Transit Authority
Noah Hobbs – Duluth City Council	John Kelley – City of Duluth Planning
Frank Jewell – St. Louis County (<i>MN Co-chair</i>)	Chris Lee – City of Duluth Planning
Phil Larson – City of Proctor, Mayor	John McDonald - MnDOT
Rosemary Lear – Douglas County Board	Cari Pedersen – City of Duluth Engineering
Dave Montgomery – Duluth Citizen Representative	Dena Ryan – WisDOT
Dan Olson – Superior City Council	Jason Serck – City of Superior
Sam Pomush – Douglas County Board	Jim Sharrow – Duluth Seaway Port Authority
Bob Quade – Rice Lake City Council	Cindy Voigt – City of Duluth Engineering
Barb Russ – Duluth City Council	Tom Werner – Duluth Airport Authority
Jenny VanSickle – Superior City Council	Vacant – MN Dept. of Economic Dev.
MIC Staff – ARDC (a)	MIC Staff – NWRPC (b)
Ron Chicka, MIC Director	Sheldon Johnson, MIC Deputy Director
Chris Belden, Planner	
James Gittemeier, Principal Planner	MIC Staff - ARDC
Barb Peterson, Administrative Assistant	Sister Mary Matthew, Finance Director
Ricky Sarran, GIS Technician	Est Hours=300
Rondi Watson, Planning Communications Coord.	Linda Anderson, Assistant Finance Director
Mike Wenholz, Senior Planner	Est Hours=225

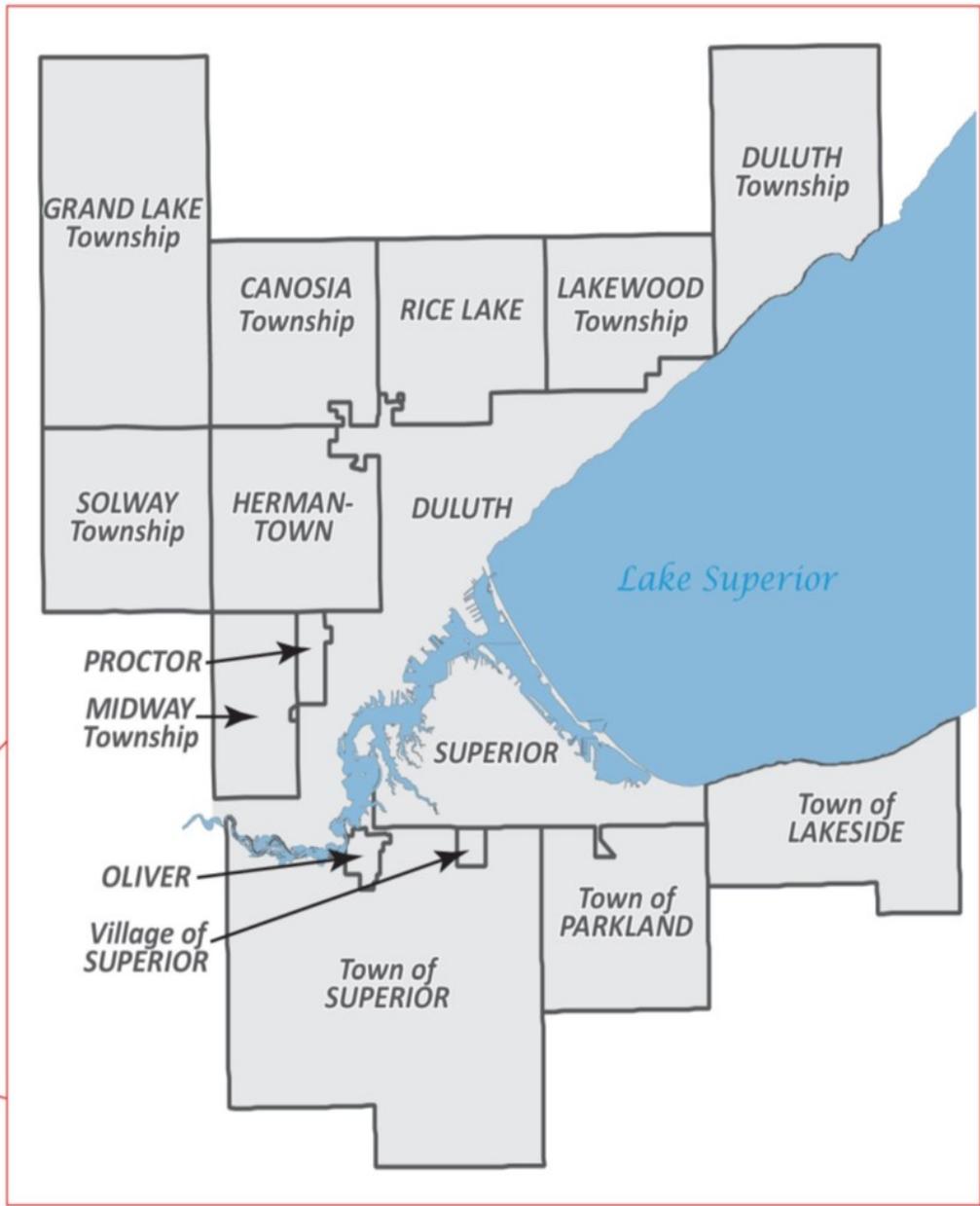
(a) All funded 100% out of MIC funding sources (Federal/State/Local)

(b) NWRPC staff time usage 35% of Wisconsin portion of MIC budget in 2018

MIC PLANNING AREA



Urban Boundary Adjustment:
Dates Approved
Wisconsin: April 28th, 2014
Minnesota: December, 20th 2013



2010 CENSUS INFORMATION

2010 Wisconsin Census Comparison				
	2010 Population	2008 Population*	2000 Population	Percent Change (2000-2010)
Superior	27,244	26,223	27,368	-0.45%
Oliver	399	394	358	11.45%
Village of Superior	664	565	500	32.80%
Parkland Township	1,220	1,330	1,240	-1.61%
Lakeside Township	693	667	609	13.79%
Superior Township	2,166	2,248	2,058	5.25%
Wisconsin Totals:	32,386	31,427	32,133	0.79%
*Denotes Estimated Population Numbers				
2010 Minnesota Census Comparison				
	2010 Population	2008 Population*	2000 Population	Percent Change (2000-2010)
Duluth	86,265	84,284	86,918	-0.75%
Hermantown	9,414	9,361	7,448	26.40%
Proctor	3,057	2,839	2,852	7.19%
Midway Township	1,399	1,512	1,479	-5.41%
Solway Township	1,944	1,755	1,842	5.54%
Grand Lake Township	2,779	2,499	2,621	6.03%
Canosia Township	2,158	2,213	1,998	8.01%
Rice Lake Township	4,095	4,393	4,139	-1.06%
Lakewood Township	2,190	2,103	2,013	8.79%
Duluth Township	1,941	1,868	1,723	12.65%
Minnesota Totals:	115,242	112,827	113,033	1.95%
*Denotes Estimated Population Numbers				
	2010 Population	2008 Population*	2000 Population	Percent Change (2000-2010)
MIC Totals:	147,628	144,254	145,166	1.70%

Duluth-Superior Metropolitan Interstate Council

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

PURPOSE & OBJECTIVES:

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

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

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

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

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

Summary of 2017 Key Accomplishments

Short Range

- ◆ **Safe Routes to Schools Planning** – The MIC, working in partnership with Regional Planning staff, developed Safe Routes to Schools plan for six Duluth-area schools.
- ◆ **Canosia Township Trails Plan** – MIC staff worked closely with Canosia Township board members and residents to complete the Canosia Township Trails Plan. Final approval expected in November.
- ◆ **Michigan Street Protected Bike Lane Demonstration Project** – The MIC, in partnership with the City of Duluth, received financial support from the Center for Prevention at Blue Cross Blue Shield of Minnesota to implement an “Active Places” demonstration project. The resulting Michigan Street Protected Bike Lane Demonstration Project was temporarily installed, promoted and assessed the protected bike lane in Duluth’s central business district for a period from June 30th - August 4th, 2017.
- ◆ **Twin Ports Freight Modeling (Scoping) Study** – An invite was sent out to local units of government on the Minnesota side as well as the Duluth Seaway Port Authority for the MIC to lead an initial discussion concerning freight and other multi-modal needs in relation to the intermodal site under development by the Port Authority to determine roadway impacts to I-35, Garfield and Railroad Streets. This may be a large-scale effort that would point out inefficiencies in the network needed to accommodate the longer-term requirements of the intermodal facility as freight volumes are certainly expected to grow upon project completion.
- ◆ **Annual Bike & Pedestrian Counts** – The MIC and the SHIP program collaborated on conducting the annual Bike & Pedestrian counts in selected sites throughout Duluth. This sixth year of counts will give continued data on which to base/forecast what the needs might be in the future for Duluth and Superior.
- ◆ **Duluth-Superior Port Land Use Plan** –MIC staff and HTAC members and stakeholders continue working together to reach equitable solutions to issues that arise in the Duluth-Superior Harbor. The Port Land Use Plan (PLUP) update was completed and approved in December 2016. During 2017, the PLUP study committee developed an implementation strategy for its 26 recommendations, and has begun taking steps to implement the recommendations, including discussion of implementation at each HTAC meeting. This will continue in 2018-19.
- ◆ **Harbor Planning** – MIC staff organized and facilitated three quarterly meetings in 2017 thus far. The meetings have included a wide range of topics and issues throughout the Duluth and Superior harbors, and included participation by a large and diverse group of stakeholders. The June HTAC meeting included the WI DOT Secretary and other top staff, as well as a tour of three harbor-related businesses in Superior.

- ◆ **Duluth-Superior Area Truck Route Study** – A study committee was formed, and two meetings were held in 2017. Purpose, goals, and objectives for the study were identified; truck traffic counts have been obtained from numerous partners, and a stakeholder survey was developed.
- ◆ **MN and WI Freight Plans** – The MIC Director continued his efforts, along with staff members from WisDOT and MnDOT, working towards the completion of Freight Plans for the respective states. This includes the need to direct dollars to the non-state roadway system that often bears an undue amount of wear and tear as freight moves in or out of an urban area.
- ◆ **Transit Development Plan** – MIC and staff members from the Duluth Transit Authority completed the DTA’s Transit Development Plan (TDP). The work began in 2016 and was completed the summer of 2017.

Long Range

- ◆ Work has begun on the update of our LRTP which is due to be completed in September 2019. MIC staff is meeting regularly to plan its development, with five meetings thus far in 2017. Work to date has been big picture in nature, including identifying purpose, goals, and objectives that align with federal and state requirements. It has been acknowledged that an update to our Public Involvement Plan and a review/update of our Title VI Compliance Plan is also a part of this process.

Transportation Improvement Programs (TIPs)

- ◆ Preparation of the 4-year TIPs for the Duluth and the Superior Urbanized Areas, covering all federal aid highway and transit expenditures.

Administration/Program Coordination

- ◆ **Statewide Planning Initiatives**—MIC staff participated on numerous statewide planning efforts including the Minnesota Intercity Rail Forum, Wisconsin and Minnesota’s Statewide Freight Plans, and Multimodal plans.
- ◆ **UPWP** – budget development and approval.
- ◆ **Board and Advisory Committee Meetings** –Conducted all technical/policy board meetings, and public input sessions for stand-alone plans at locations accessible via public transportation and ADA compliant.
- ◆ **MIC Website Re-launch** –A full overhaul of the MICs dsmic.org website was successfully launched in 2017. . Work continues to develop its content (current planning initiatives, meeting notices, past plans and studies) and to identify and address any issues with the site’s overall functionality.

SHORT RANGE PLANNING PROJECTS

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MIC AREA - WIDE SAFE ROUTES TO SCHOOL

Objective: *To evaluate the SRTS plans across the entire MIC urbanized area, in addition to assessing each of the new and reconstructed Duluth schools to ensure each site adequately provides for safe passage to school for students, teachers, parents, staff, visitors and the surrounding community.*

Background

Beginning in 2004, the MIC collaborated with a diverse group of stakeholders to identify obstacles along primary routes to school and to propose recommendations to improve safety for the walkable elementary schools in Duluth and Superior. Since the time of that study, the MIC has continued to bring together stakeholders to implement the recommendations in the plans, evaluate results, update the plans for each school site, and create new plans for schools that were not including in the original plan. The MIC will continue working with schools and communities across the Twin Ports in order to provide opportunities for students to safely walk and bicycle to school.

Major Work Activities

- Collaborate with community Safe Routes to School stakeholders, including St. Louis County Public Health, ARDC Regional Planning, and Healthy Duluth Area Coalition, and local jurisdictions and interested citizens (parents, PTA's, students).
- Create a multi-year priority listing of schools in the Twin Ports, based on which schools have made requests for Safe Routes to Schools, have obtained planning funding and schools identified with highest health disparities.
- To revise and collect pertinent background information including to: sidewalks (condition, continuity and obstacles), bicycle routes and street network conditions surrounding schools.
- Identify safety issues around schools through field observations.
- Devise recommendations and strategies which will improve pedestrian and bicycle safety access to local elementary, middle and high schools.
- Identify costs and potential funding sources.
- Assist local jurisdictions with implementation of plan recommendations as roadway projects are planned and programmed.
- Evaluate schools with existing plans to measure progress and make recommendations.

Final Product

Final product will establish non-infrastructure strategies as well as a series of school site assessment reports that will describe the existing and potential issues as well as a prioritized list of recommended improvements for the surrounding built environment.

Budget

\$ 16,600 CY 2018

MIC AREA - WIDE TRUCK ROUTE STUDY

Objective: *Identify the most efficient, safest, and least disruptive truck route network within and through the Duluth-Superior area for the movement of goods and services via trucks, and support the inclusion of the identified network into local plans.*

Background

The MIC's most recent Duluth-Superior Area Truck Route Study was completed in 2001, as an update to the 1990 Truck Route Study and the 1997 Freight Movement Study. Since then, changes in the Duluth-Superior area roadway network and traffic patterns, locations of freight-generating businesses, and federal and state laws have influenced truck movements.

This study will examine current truck routes and the factors that influence truck movements through and to the Duluth-Superior area. Additionally, the study will consider appropriate revisions to area truck routes, and update the 2001 Duluth-Superior Area Truck Route Study recommendations.

Major Work Activities

- Identify and locate freight generators that utilize trucks to move their products and provide their inputs.
- Examine current truck routes.
- Conduct literature review of freight related plans and studies.
- Examine truck route policies and ordinances from all MIC area jurisdictions.
- Examine state and federal laws that impact routing of trucks.
- Analyze truck route signage and its effectiveness in the metropolitan area.
- Consider oversize & overweight truck routing.
- Survey trucking firms and companies to determine their truck routing needs.
- Gather existing and historic truck count information.
- Gather truck crash location and frequency information.
- Examine the amount of hazardous cargo moving by truck through the area.
- Identify truck terminal and scale locations.
- Identify changes to the roadway system since the last truck route study that may have an effect on truck movements.
- Conduct public input techniques from MIC Public Involvement Plan.
- Analyze impacts of truck routes on minority and low income populations.
- Identify a truck routing network and produce a truck route map for the MIC area.

Final Product

Create a final document describing the planning process along with recommendations and a truck route map.

Budget

\$32,000 CY 2018

TWIN PORTS FREIGHT MODEL

Objective: *Identify and develop truck route corridor(s) that provide a more direct link between the Canadian National (CN)/Duluth Cargo Connect Intermodal facility and I-35 to decrease the impact on the local road system.*

Background

The Rice's Point area of the Port of Duluth has seen and will continue to see changes to its transportation pattern with the completion of the Garfield C&D and the new CN Intermodal Facility. This site along Garfield Avenue now has adequate access by both road and rail and is set to handle some level of container traffic in the future as well. When this facility is fully operational, truck movements to and from the site will be greatly increased putting an increased burden on some nearby local roads as these loads gain access to either I-35 or I-535. The arterials in the proximity of Rice's Point do not have direct access to I-35 for loads moving either north or south. Trucks are forced to utilize a series of local roads to access Interstate 35 usually mixing with neighborhood, commuter and recreational movements. With the increase in freight, time and money lost in congestion, along with safety for all users (vehicles, bikes, pedestrians), becomes a concern. This study will begin to set the course for corrective infrastructure actions to alleviate this problem. A freight model will be built with consultant assistance that will put forward roadway alternatives that would provide more direct access to I-35, resulting in more timely movements for freight and also a safer driving environment for all modes.

Major Work Activities

- Build Freight model for the area of Rice's Point and forecast future freight movements in this area of the port.
- Develop a technical steering team to include Port Authority, State and local units of government to guide the work.
- Consider multiple new right of way alignments to improve the connection from the intermodal site and the Interstate.
- Examine the potential for oversize/overweight loads into and out of the port.
- Attribute costs and a timeline to potential projects.
- Develop an action plan that will lead to next steps or funding opportunities.

Final Product

The development of truck route alignments to create a more direct connection between the Intermodal facilities in Rice's Point in Duluth and Interstate 35 in Minnesota and I-535 connecting to Wisconsin..

Budget

\$20,500 CY2018 (Addition of a consultant-led modeling effort *may* occur in 2018 requiring an amendment)

DULUTH-SUPERIOR METROPOLITAN PEDESTRIAN PLAN

Objective: *To improve the pedestrian environment by implementing policies, programs, and projects which creates a safe, convenient and comfortable space for people to walk as a viable and essential mode of transportation, accessible to all persons.*

Background

The ISTEA federal legislation passed in 1991, called for metropolitan planning organizations (MPOs) to include bicyclists and pedestrians within transportation planning process. Therefore, the MIC undertook and approved a Metropolitan Pedestrian Plan in 1999. This plan outlined various policies, programs and projects that would improve the pedestrian environment in the Duluth-Superior area. Since that time the MIC has worked to implement the plan, including creating a complete inventory of the area's sidewalks. However, with this Pedestrian Plan nearly 20 years old, the MIC is undertaking a process to evaluate and update the plan.

Major Work Activities

- Facilitate a steering committee of citizens and representatives from local and state jurisdictions, organizations and agencies.
- Review state of Minnesota and Wisconsin pedestrian plans and local policies and programs.
- Provide a status report on the goals, objectives and recommendations from the 1999 MIC Area Pedestrian Plan.
- Research the latest best practices and guidelines for ensuring a year-round pedestrian friendly environment, including snow removal policies, land use regulations, sidewalk design criteria.
- Determine pedestrian issues, including areas with connectivity and/or safety problems.
- Recommend solutions, including identifying specific policies, programs and projects to address existing pedestrian issues.

Final Product

A fully updated plan with recommendations for best practice guidelines and specific policies, programs and projects tailored to the Duluth-Superior area's unique characteristics.

Budget

\$36,900 CY 2018

CAMPUS CONNECTOR TRAIL

Objective: *To develop a master trail plan for the Campus Connector Trail (formerly known as the Lowell to Lakewalk Trail) that will guide trail efforts in the next 10-20 years. Provide coordination and technical assistance in developing a trail plan. Propose future trail improvements and potential alignments for the trail which connects people to destinations.*

Background

In 2017 the MIC was approached by City of Duluth officials who were interested in expanding the MIC's involvement with the Campus Connector Trail (formerly known as the Lowell to Lakewalk Trail). The idea of the Campus Connector Trail originated in the 2006 as part of the MIC's Rice Lake Road Corridor Study, which identified as a need for a direct transportation connection between the college student housing along Rice Lake Road with the two college campuses (CSS and UMD). Following the MIC's study, the City of Duluth developed the Higher Education Small Area Plan that further identified this trail connection. The idea of a trail from Rice Lake Road to the college campus expanded to include links to K-12 schools, including Lowell Elementary and Congdon Park Elementary, as well as a connection to the Lakewalk. Over the years, the MIC has worked in development of this trail, including providing assistance and guidance on the construction of two segments of the trail. However, the larger vision and route alternative analysis has been missing. This plan will undertake these elements.

Major Work Activities

- Form a steering committee made of interested community members and leaders.
- Identify project stakeholders to engage during the planning process.
- Assist in creating a vision statement and a list of goals and landmarks/destinations.
- Attend trail steering committee meetings and public meetings and provide technical support.
- Conduct field observations by exploring areas of potential trails and assess current trails.
- Engage community in the planning process.
- Create a survey to get community feedback.
- Summarize current trail system and recommend improvements.
- Review alignment options and costs.
- Provide a list of potential trail funding sources and provide cost estimates.
- Create a priorities list to help guide implementation.
- Develop a trails plan that will guide trail planning efforts for the next 10+ years.

Final Product

A planning document that will contain: background information, a summary of current trails, recommended trail networks, and priorities for the Campus Connector Trail.

Budget

\$12,800 CY 2018

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ONGOING INITIATIVES

BICYCLE / PEDESTRIAN PLANNING, COORDINATION & IMPLEMENTATION

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

Background

The ISTEA federal legislation passed in 1991, called for metropolitan planning organizations (MPOs) to include bicyclists and pedestrians within transportation planning process. Therefore, the MIC undertook and approved a Metropolitan Bikeways Plan in 1994 and Metropolitan Pedestrian Plan in 1999. Those plans outlined various policies, programs and projects that would improve the bicycle and pedestrian environment in the Duluth-Superior area. Since that time the MIC has worked to implement both plans. However, with both plans being nearly 20 years old, the MIC is undertaking a process to evaluate and update both plans.

Major Work Activities

- Facilitate the MIC's Bicycle/Pedestrian Advisory Committee (BPAC) consisting of representatives from local and state jurisdictions, organizations and agencies.
- Assist local jurisdictions in grant writing, coalition building and public participation to acquire creative funding for bicycle and pedestrian projects, including in participating in ad hoc committees as needed regarding bicycle and pedestrian planning and implementation projects as opportunities arise.
- Act as a bicycle and pedestrian liaison between local municipalities, agencies and organizations.

Special Projects – Short Range

- **Duluth – Superior Metropolitan Bikeways Plan:** Provide coordination and technical assistance to implement and fund the updated Bikeways Plan.
- **Superior Active Transportation Plan:** Assist the City of Superior with the development of the Active Transportation Plan. This plan will take into account and pull together into one implementation document the MIC's previous bicycle and pedestrian planning work.
- **Cross City Trail:** Provide coordination and technical assistance to implement and fund the Lakewalk to Munger Trail missing connection.
- **Douglas County (WI) Bikeways Plan:** Review the entire county transportation system and develop a bikeways plan focused on the areas outside the City of Superior.
- **Bicycle & Pedestrian Counting Program:** Continue to develop the Twin Ports bicycle and pedestrian count program. Evaluate the program, and to ensure long term sustainability, continue to build relationships with jurisdictions agencies and organizations, especially public works departments.

Bicycle / Pedestrian Planning, Coordination & Implementation continued

- **Rice Lake Trails Plan:** Assist city officials and citizens with conducting a complete review and analysis of the transportation system and land uses. Create a vision and a master plan for active transportation which meet city goals and have identified policies, programs, projects and costs.
- **Grand Lake Township Trails Plan:** Assist township officials with the creation of a master trails plan. The plan will build off of the township comprehensive plan, and will include a vision, goals, policies, programs, projects and costs.

Final Product

Products vary depending on the specific tasks within this element. Some tasks are purely administrative or coordination in nature. Projects ongoing through 2018.

Budget

\$ 49,200 *CY 2018*

HARBOR PLANNING, COORDINATION & IMPLEMENTATION

Objective: *To continue the MIC's transportation planning and technical assistance role by providing guidance and assistance with intermodal transportation issues within the Duluth-Superior harbor.*

Major Work Activities

- Provide primary staff support for the MIC's Harbor Technical Advisory Committee (HTAC).
- Provide a forum for interagency discussion and cooperation on harbor business and environmental issues.
- Facilitate a subcommittee of the HTAC to begin an update the Erie Pier Management Plan
- Assist City of Duluth in the Minnesota Slip Redevelopment Plan
- Assist the Duluth Seaway Port Authority as needed with redevelopment or use of the Clure Terminal or Clure Expansion; such as CN Cargo Connect.
- Assist with implementation of the St Louis River Area of Concern Implementation Framework
- Advocate for port use and improvements.
- Seek additional funding sources to supplement work activities
- Staff HTAC subcommittees
- Report HTAC activities to the MIC Policy Board.
- Present the HTAC as a model for other ports and communities to replicate

Final Product

Provide staff support to the MIC Harbor Technical Advisory Committee and its subcommittees at meetings throughout the year. Staff also conducts research on specific harbor issues and/or interacts with consultants hired to undertake special studies.

Budget

\$ 33,100 *CY 2018*

FREIGHT PLANNING, COORDINATION & IMPLEMENTATION

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

Major Work Activities

- Continue consultation with WisDOT and City of Superior regarding long term planning options for US HWY 2/Winter St corridor and Belknap Street regarding freight movement.
- Work with all area agencies and jurisdictions toward implementing the recommendations and policies outlined in the Minnesota/Wisconsin Freight Plan.
- Work with MnDOT Office of Freight staff and WisDOT staff as we develop freight profiles (commodities moved, tonnage, flows, etc.) for the Northeast Area Transportation Partnership (NE ATP) and the 10-county northwest region of Wisconsin.
- Assist with the recent State of Wisconsin's Freight Reform Initiative.
- Continue to provide assistance in route identification and overcoming barriers to oversize load movements through the MIC area.
- Continue efforts to integrate freight movement needs into mainstream transportation planning.
- Integrate freight movement needs into the MIC's Long Range Transportation Plan.
- MIC Staff along with Airport staff continue to work together to address the recommendation included in the DLH Air Service/Air Cargo Leakage & Expansion Analysis of 2013 as they pertain to air freight.
- Continue with our work on the Superior/Douglas Co. County Road C Truck Route Study

Final Product

MnDOT and WisDOT, together with the MIC, will oversee implementation activities connected with the Northern MN/Northwest WI Freight Plan.

Budget

\$ 27,700 CY 2018

TRANSIT PROGRAM ADMINISTRATION, COORDINATION AND MONITORING

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

Major Work Activities

- Prepare and attend regular meetings of the DTA Board of Directors and other ad hoc meetings with DTA staff.
- Provide regular progress reports on transit planning activities to ARDC, NWRPC and state and federal agencies.
- Complete quarterly invoices and progress reports for submittal to state and federal agencies.
- Attend regular meetings of the DTA STRIDE Advisory Committee (elderly and disabled service).
- Assist DTA with strategic planning initiatives.
- Assist DTA on development and implementation of marketing initiatives.
- Assist the DTA with ADA issues.
- Coordinate with Arrowhead Transit efforts as opportunities arise for this action.

Special Projects: MIC Staff will continue to assist the DTA staff as the need arises.

Budget

\$ 30,200 *CY 2018*

ROADWAY PLANNING, COORDINATION & IMPLEMENTATION

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

Special Projects – Short Range

- **Superior – South Tower Avenue (STH 35) Study:** MIC staff will provide monitoring functions associated with the redesign that has taken a first step along this corridor from a four-lane roadway to a two-way configuration with a center-lane dual turn lane. Further measures are to be built over 2017 and 2018 to aid pedestrian flows and safety measures for vehicular traffic.
- **Superior - Belknap Street (USH 2) Reconstruction:** As the DOTs plan for this area is finalized; the MIC will assist in terms of multimodal needs for the corridor at select intersections that correlate to our plans. Data collection will be a component of our work as we begin to document freight movements along this road. Prior MIC plans for the corridor will be referenced.
- **Superior E. 2nd Street/Hwy 2/53 – 18th Avenue to 23rd Avenue:** Following on the completion of the MIC's study for this corridor in Superior, staff will monitor plan recommendations and participate in near-term implementation activities as the city/state deems necessary.
- **Duluth – Superior St Reconstruction:** MIC staff will continue to provide assistance in terms of multimodal needs to the City of Duluth as they continue the development of the plans for the reconstruction of Superior St from 6th Ave W to 4th Ave E. Construction scheduled to begin in 2018.
- **Downtown Duluth Modal Connections:** Reexamine modal recommendations for the 5th Avenue West corridor linking downtown Duluth with the Bayfront area.

Budget

\$ 32,100 *CY 2018*

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LONG RANGE PLANNING & COORDINATION

Objective: *In 2014, the MIC completed the current Long Range Transportation Plan (LRTP) for the area – “Connections 2040.” Staff will work towards implementation of Connections 2040, and continue working on the 2045 update of the LRTP, due September 2019. The MIC will incorporate new requirements from the latest transportation legislation, including refining performance measures and other elements. Throughout 2018 the MIC will work as a team, along with consultants and other partners to gather necessary data, effectively engage with the public, analyze data, and begin producing the LRTP. The MIC will continue to build upon a number of background or research efforts within this element that are integral to the implementation of the MIC’s LRTP.*

Long Range Transportation Plan – 2045 Update

- Identify any new requirements from the FAST Act federal transportation legislation and look to each State’s plans for guidance in LRTP components.. We will continue to enhance our travel demand model as data becomes available.
- Identify purpose, goals, and objectives that align with federal and state requirements, and work as a team and with consultants and other partners to gather necessary data, effectively engage with the public, analyze data, and begin developing the LRTP.

Special Projects – Short Range

- **Transportation System Management (TSM) Report/St Louis Co Safety Plan:** Work with the county in refining a Safety Plan for classified roads in the metro area that could aid in funding availability from the State’s Highway Safety Improvement Program (HSIP) Update data and monitor efforts for both recently completed plans of the MICs Planning Area.
- **Area Asset Management Measures:** The MIC will continue to monitor development of this issue with our Transportation Advisory Committee (TAC) and Policy Board (MIC) aimed at performance measures and target measures that reflect Federal and State directives and guidelines, as well as regional objectives and priorities. In support of these efforts, the MIC may be developing tools and procedures for the collection and archiving of various performance-related data, such as pavement quality data and crash data.
- **Traffic Model Update:** Staff will update socioeconomic data that is at the foundation of the Duluth-Superior travel demand model. The MIC will also continue to explore options for improving the process, structure, and/or inputs associated with the model.

Throughout 2018, a consultant will assist MIC staff on an as-needed, on-call basis to complete various traffic modeling and transportation engineering activities. General tasks could include:

- ◇ Providing continuing model development support as needed;
- ◇ Providing assistance and guidance with socioeconomic forecasting in advance of the LRTP update in 2018-2019;
- ◇ Completing model runs for individual projects;
- ◇ Providing training to MIC staff on the model and forecasting practices.

(continued)

- **Freight Model Component:** The MIC expects to hire consultants to build a freight model component into the Duluth-Superior travel demand model.
- **Long Range Projects Map - Interactive Mapping Application:** The MIC will continue to refine and add to making the projects within the LRTP more user-friendly via graphics and other visual enhancements, as well as the potential for converting the map into an interactive, web-based tool.
- **MIC Area Demographics Report:** MIC staff will compile numerous datasets from the U.S. Census Bureau and other state sources toward development of an area wide demographics report. Per FHWA planning emphasis areas, an environmental justice (EJ) analysis will be examined that documents travel time (to work/other trips/essential services) for neighborhoods designated as EJ within our urban area.
- **Transportation Performance Management (TPM):** MIC staff will continue to participate as appropriate and related activities are available, including meeting performance-based planning requirements and setting performance targets. MIC staff has participated in appropriate training regarding TPM and setting safety performance measures.
- **Comprehensive Plan – Land Use Plan Assistance:** MIC staff will provide assistance to St Louis County in updating their comprehensive plan looking to assure a coordinated effort with the MICs LRTP.
- **Minnesota and Wisconsin Statewide Initiatives:** Continue work with WisDOT and MnDOT toward implementation measures related to the state’s long range multi-modal plans such as Wisconsin Connections 2030, Minnesota Statewide Multimodal Transportation Plan, Minnesota State Highway Investment Plan and continuing (both MN and WI) statewide freight planning initiatives.
- **NHS – Intermodal Connectors:** The National Highway System (NHS) consists of roadways important to the nation's economy, defense, and mobility, and was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs).

Final Product

Studies and/or sub-components will be conducted throughout 2018 and 2019 and either incorporated into the LRTP or conducted as “stand-alone” projects.

Budget

\$ 124,500 CY 2018 (Consultant Modeling/Technical Assistance \$35,000)

LRTP STRATEGIC PLAN

What follows is a summary of the Duluth-Superior Metropolitan Council’s upcoming activities as they relate to maintenance of the Long-Range Transportation Plan (LRTP) for the years 2018 – 2021. The current LRTP, Connections 2040 was approved in 2014. The following table identifies key components for the update of the LRTP .

Major Program Activity	2018	2019
Long Range Transportation Plan (LRTP)	2045 Update (approval Sept 2019)	
MIC Area Performance Measures	*	
Interactive Mapping Application	*	
Demographics (Year 2045)	*	
Travel Demand Model Update	*	
Public Involvement Plan Review/Update	*	
Modal Components*	*	

*Bike/Ped, Harbor/Port, Transit Vision

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TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (FY 2018)

Objective: *To develop the Minnesota and Wisconsin components of the MIC area's Transportation Improvement Program (TIP) for submission to federal and state sources. The MPO is charged with developing and promoting programs and projects that best meet the needs of the regional transportation network.*

Ongoing Work Activities

- Ensure that federal investments are tied to planning, priorities and policies as defined in the MIC's current Long Range Transportation Plan.
- Solicit and prioritize candidate projects and assist MnDOT with Area Transportation Partnership (ATP) as member of steering committee and work group.
- Conduct consultation with the Duluth Transit Authority.
- Provide public input opportunity.
- Prepare a fiscally constrained document.
- Meet with member jurisdictions to discuss possible project submittals.
- Complete all federal requirements pertaining to TIP development, including relating TIP projects to the federal planning factors.
- Transmit approved TIP to federal and state agencies.
- Amend TIP as necessary in response to changes in project schedules and/or scopes.
- Interactive mapping.
- Project lists discussion.

Final Product

Each state's TIP will follow a schedule as determined by MnDOT and WisDOT together with MIC and NWRPC staff.

Budget

\$ 44,600 *CY 2018*

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MIC ADMINISTRATION

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PROGRAM ADMINISTRATION, COORDINATION AND MONITORING

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

Major Work Activities

Program Administration

- Project task administration and communication between the MIC and its advisory committees.
- Prepare budgets and quarterly progress reports.
- Administer strategic planning for the MPO staff and advisory committees.
- Provide the MPO Policy Board, ARDC Board, Northwest RPC Board and other relevant agencies and/or public leaders with information on the MPO's planning functions.
- Title VI Plan update due by end of 2018; maintain relevant updates on our website.

Program Coordination

- Consult with all MIC-area levels of government.
- Conduct mid-year review meeting with state and federal agencies (tentative date for 2018 – July 11).
- Track and/or respond to federal and state transportation issues.
- Cooperate with ARDC staff and all MPO jurisdictions with regard to GIS activities.
- Produce transportation project news releases and maintain social media contacts on an ongoing basis.
- Prepare and conduct ad hoc meetings to promote transportation initiatives.

Work Program Development & Monitoring

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

Statewide and District Planning

- Attend ad hoc transportation and transit meetings (statewide and local).
- Assist Departments of Transportation in statewide planning efforts. For the Minnesota DOT, this includes assisting with implementation and participating in the development of the Statewide Multimodal Plans and other studies as appropriate. For the Wisconsin DOT, this work may include participation in WisDOT's Freight advisory committee. Also, the MIC will assist the Wisconsin DOT with implementation efforts of *Connections 2030*, the state's comprehensive long range multimodal transportation plan.

Public Involvement Plan (PIP) Update:

In 2018, with the passage of new planning rules in the federal FAST Act, the MIC will review and update all citations in its 2013 Public Involvement Plan to ensure it is addressing all parties identified 23 CFR 450.316. The current PIP will be amended as needed, in accordance with the mandatory public involvement processes, for use in the development of the 2018-2021 Duluth and Superior area TIPs as well as the 2045 update of the MIC's LRTP. The MIC's Public Involvement Plan can be accessed online at dsmic.org/study/pip.

Training, Workshops and Conferences

- Attend WISDOT and MNDOT statewide MPO directors' meetings as scheduled. For Wisconsin DOT these dates in 2018 are: **January 30, April 24, July 31 and October 30.**
- Attend various statewide functions or workshops relevant to the MIC.
- Attend the 2018 TRB-Small and Medium-Sized Communities Conference, meetings of the TRB ADA30 (Small and Medium MPOs) as a committee member, continuing regional/national meetings of the TRB Asset Management committee and the annual TRB Conference in Washington, DC.
- Attend workshops that promote staff development. These will take the form of computer software training, personal writing, and speaking courses or similar presentation skills training.
- Attendance/participation on Association of Metropolitan Planning Organization (AMPO)'s Board of Directors. Spring 2018—Annual Board meeting (Wash DC); Fall 2018—National Meeting/Conference (San Antonio, TX)
- Attend select National Association of Development Organizations (NADO) and American Planning Association (APA) workshops and conferences.
- Attendance and presentations for FHWA (as requested) national workshops/meetings for Freight and Mega-region task forces.

Communication Initiatives

As the MPO for the Duluth-Superior area, we are charged with effectively communicating with project stakeholders and the public about our transportation planning activities. We will continue to employ a range of traditional media outlets, as well as online interactive social media tools (Facebook and OpenMIC Blog).

Final Product

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

Budget

\$ 291,000 *CY 2018*

MIC Administrative Cost Allocation

NOTE:

Beginning with the 2015 CY Budget, the MIC accounts for financial staff time from our host agency (ARDC) in a manner changed from prior years. ARDC administrative staff time is incorporated into our budget in the same manner as any other staff person of the MIC. (*Hour estimates for ARDC staff are noted on page i*). Previously, the ARDC administrative staff time was accounted for in the indirect component of the budget. **A copy of the ARDC Cost Allocation Plan can be accessed online at <http://bit.ly/mic-2017-cost-plan>.**

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

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2018 BUDGET

**MIC Unified Transportation Planning Work Program
2018 FUNDING SOURCES**

MINNESOTA

Consolidated Planning Grant (CPG – Minnesota)	\$ 520,855
Minnesota State Funds (MnDOT)	\$ 60,524
Arrowhead Regional Development Commission (ARDC) - Match	\$ 84,821

MINNESOTA TOTAL **\$ 666,200**

WISCONSIN

Federal Highway Administration (CPG -Wisconsin)	\$ 68,000
Wisconsin State Funds (CPG Match-WisDOT)	\$ 3,166
Northwest Regional Planning Commission (Local Match-NWRPC)	\$ 13,834

WISCONSIN TOTAL **\$ 85,000**

WISCONSIN + MINNESOTA FUNDING TOTALS **\$ 751,200**

**Anticipated funding levels – subject to change upon further review from all sources.*

Duluth – Superior Metropolitan Interstate Council

2018 MIC TRANSPORTATION PLANNING PROGRAM ELEMENTS

Project Type	Project Name	Hours	Salaries	Fringe	Indirect	Direct	Totals*
Short Range							
MIC Area-wide	Safe Routes to School	425	\$10,886	\$3,577	\$1,302	\$835	\$16,600
MIC Area-wide	Duluth-Superior Truck Route Study	575	\$21,323	\$7,250	\$2,572	\$856	\$32,000
MIC Area-wide	Duluth-Superior Ped Plan	725	\$24,771	\$8,298	\$2,976	\$855	\$36,900
Duluth	Duluth-Campus Connector	250	\$8,381	\$2,849	\$1,011	\$559	\$12,800
MIC Area-wide	Twin Ports Freight Model	325	\$13,751	\$4,675	\$1,658	\$416	\$20,500
MIC Area-wide	Metropolitan Bike/Ped Planning	1,125	\$32,996	\$10,724	\$3,935	\$1,546	\$49,200
MIC Area-wide	Harbor Planning	650	\$21,992	\$7,477	\$2,652	\$978	\$33,100
MIC Area-wide	Freight Planning and Coordination	350	\$11,092	\$3,771	\$1,338	\$11,500	\$27,700
MIC Area-wide	Transit Planning	675	\$20,333	\$6,789	\$2,441	\$637	\$30,200
MIC Area-wide	Roadway Planning and Coordination	500	\$14,877	\$4,935	\$1,783	\$10,505	\$32,100
	SUB TOTAL	5,600	\$180,401	\$60,345	\$21,668	\$28,687	\$291,100
Long Range							
MIC Area-wide	Long Range Planning/Coordination	2,150	\$67,596	\$22,735	\$8,130	\$26,040	\$124,500
TIP							
MN and WI	Transportation Improvement Program	750	\$22,651	\$7,701	\$2,732	\$11,516	\$44,600
Administration							
MIC Area-wide	MIC Administration / Coordination	4,200	\$147,816	\$49,763	\$17,782	\$75,639	\$291,000
	GRAND TOTAL *	12,700	\$418,464	\$140,544	\$61,148	\$141,882	\$751,200
*Rounding results in some totals off by \$ 1.							

**DULUTH - SUPERIOR METROPOLITAN INTERSTATE COUNCIL
2018 COMBINED MN/WI COST SHARE ALLOCATION PERCENTAGE**

	Total (MN/WI)	MN - CPG* Federal	MN - ST Match	MN - L Match	WI - CPG* Federal	WI - ST Match	WI - L Match
Short Range Planning	\$ 291,100	\$ 201,838	\$ 23,454	\$ 32,869	\$ 26,351	\$ 1,227	\$ 5,361
	100.00%	69.34%	8.06%	11.29%	9.05%	0.42%	1.84%
Long Range Planning	\$ 124,500	\$ 86,324	\$ 10,031	\$ 14,058	\$ 11,270	\$ 525	\$ 2,293
	100.00%	69.34%	8.06%	11.29%	9.05%	0.42%	1.84%
TIP	\$ 44,600	\$ 30,924	\$ 3,593	\$ 5,036	\$ 4,037	\$ 188	\$ 821
	100.00%	69.34%	8.06%	11.29%	9.05%	0.42%	1.84%
Administration	\$ 291,000	\$ 201,769	\$ 23,446	\$ 32,858	\$ 26,342	\$ 1,226	\$ 5,359
	100.00%	69.34%	8.06%	11.29%	9.05%	0.42%	1.84%
TOTALS	\$ 751,200	\$ 520,855	\$ 60,524	\$ 84,821	\$ 68,000	\$ 3,166	\$ 13,834
	100.00%	69.34%	8.06%	11.29%	9.05%	0.42%	1.84%

Rounding results in some totals off by \$1.

* Consolidated Planning Grant

**DULUTH - SUPERIOR METROPOLITAN INTERSTATE COUNCIL
2018 COST SHARE ALLOCATION
MINNESOTA PORTION**

MIC Project Description	TOTAL COSTS	MN-CPG* Federal (a)	MN - State MATCH (a)	MN - Local MATCH
Short Range Planning	\$ 258,161	\$ 201,838	\$ 23,454	\$ 32,869
	100.00%	78.18%	9.09%	12.73%
Areawide - Safe Routes to School				
Areawide - Truck Route Study				
Areawide - Duluth-Superior Ped Plan				
Duluth - Campus Connector Trail Plan				
Areawide - Twin Ports Freight Model				
Metropolitan Bicycle / Ped Planning				
Harbor Planning and Coordination				
Freight Planning and Coordination				
Transit Planning				
Roadway Planning and Coordination				
Long Range Planning				
Long Range Planning	\$ 110,413	\$ 86,324	\$ 10,031	\$ 14,058
	100.00%	78.18%	9.08%	12.73%
Transportation Improvement Program (TIP)				
TIP	\$ 39,553	\$ 30,924	\$ 3,593	\$ 5,036
	100.00%	78.18%	9.08%	12.73%
Administration				
MIC Administration	\$ 258,073	\$ 201,769	\$ 23,446	\$ 32,858
	100.00%	78.18%	9.09%	12.73%
GRAND TOTALS	\$ 666,200	\$ 520,855	\$ 60,524	\$ 84,821
	100.00%	78.18%	9.08%	12.73%

* Consolidated Planning Grant

**DULUTH - SUPERIOR METROPOLITAN INTERSTATE COUNCIL
2018 COST SHARE ALLOCATION**

-- WISCONSIN PORTION --

MIC Project Description	Total	WI-CPG*	WI - State	WI - Local
	Costs	Federal	MATCH	MATCH
Short Range Planning	\$ 32,939	\$ 26,351	\$ 1,227	\$ 5,361
	100.00%	80.00%	3.73%	16.28%
Areawide - Safe Routes to School				
Areawide - Truck Route Study				
Areawide - Duluth-Superior Ped Plan				
Duluth - Campus Connector Trail Plan				
Areawide - Twin Ports Freight Model				
Metropolitan Bicycle / Ped Planning				
Harbor Planning and Coordination				
Freight Planning and Coordination				
Transit Planning				
Roadway Planning and Coordination				
Long Range Planning				
Long Range Planning	\$ 14,088	\$ 11,270	\$ 525	\$ 2,293
	100.00%	80.00%	3.73%	16.28%
Transportation Improvement Program (TIP)				
TIP	\$ 5,046	\$ 4,037	\$ 188	\$ 821
	100.00%	80.00%	3.73%	16.27%
Administration				
MIC Administration	\$32,927	\$26,342	\$1,226	\$5,359
	100.00%	80.00%	3.72%	16.28%
GRAND TOTALS	\$ 85,000	\$ 68,000	\$ 3,166	\$ 13,834
	100.00%	80.00%	3.72%	16.28%

* Consolidated Planning Grant

APPENDIX

APPENDIX I: METROPOLITAN PLANNING FACTORS

The federal FAST Act (Fixing America’s Surface Transportation) transportation bill created eleven planning factors that are to be considered by Metropolitan Planning Organizations when developing transportation plans and programs:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
2. Increase the safety of the transportation system for motorized and nonmotorized users.
3. Increase the security of the transportation system for motorized and nonmotorized users.
4. Increase the accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment.
6. Promote energy conservation.
7. Improve quality of life for the community.
8. Promote consistency between transportation improvements and planned State and local growth and economic development patterns.
9. Enhance the integration and connectivity of the transportation system for all modes.
10. Promote efficient system management and operations.
11. Emphasize the preservation of the existing transportation system.

This year’s UPWP has been developed with consideration of these FAST Act planning factors. The following matrix illustrates the 2018 MPO work elements and the metropolitan planning factors to be addressed in each project.

FAST Act Metropolitan Planning Factors in the MIC’s 2018 UPWP												
UPWP Category	UPWP Elements	Metropolitan Planning Factors										
		1	2	3	4	5	6	7	8	9	10	11
Short Range	Areawide-SRTS Site Assessment		X	X				X	X			
	Areawide-Truck Route Plan	X	X	X	X		X				X	X
	Areawide-Duluth-Superior Ped Plan		X			X	X	X	X	X		X
	Twin Ports Freight Model	X	X	X	X		X				X	X
	Duluth-Campus Connector		X			X		X	X			
	Bike and Pedestrian Planning		X		X	X		X	X	X	X	
	Harbor Planning	X		X	X	X			X			X
	Freight Planning	X		X	X		X		X		X	X
	Transit Planning		X	X		X	X	X		X	X	X
	Roadway Planning	X	X	X	X	X	X	X	X	X	X	X
Long Range	LRTP Update – Compliance	X	X	X	X	X	X	X	X	X		X
	– Operations & Maintenance (i.e. PQI)	X	X	X	X		X		X		X	X
	– Performance Measures	X	X		X	X					X	X
TIP	Transportation Improvement Program 2019-2022	X	X		X		X		X	X	X	X
Administration	Unified Planning Work Program	X		X		X	X	X	X	X		X

FY 2018 Unified Planning Work Program Budget

UPWP Category	Project Title	Federal Funding Amount	Local Funding Amount (a)	Total Funding Amount
Short Range	Areawide-Safe Routes To School	\$11,508	\$3,212	\$14,721
	Areawide-Truck Route Plan	\$22,188	\$6,192	\$28,380
	Areawide-Duluth-Superior Ped Plan	\$25,585	\$7,140	\$32,726
	Twin Ports Freight Model	\$14,214	\$3,967	\$18,180
	Duluth-Campus Connector	\$8,876	\$2,476	\$11,351
	Bike and Pedestrian Planning	\$34,114	\$9,519	\$43,633
	Harbor Planning	\$22,951	\$6,404	\$29,354
	Freight Planning	\$19,206	\$5,359	\$24,565
	Transit Planning	\$20,939	\$5,843	\$26,781
	Roadway Planning	\$22,257	\$6,211	\$28,468
	SubTotal	\$201,838	\$56,323	\$258,161
Long Range	Long Range Plan Update	\$86,324	\$24,089	\$110,413
TIP	TIP	\$30,924	\$8,629	\$39,553
Administration	Administration and Coordination	\$201,769	\$56,304	\$258,073
	Funding Totals **	\$520,855	\$145,345	\$666,200
(a)Source of Local Funds:	Includes ARDC Local Match plus MNDOT State Funds. MNDOT State Planning Grant total of \$60,524 included in the total for local funding.			
	** Rounding results in some totals off by \$1.			

Attachment A – MPO UPWP Checklist

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4	Name of MPO Agency and area represented	i, v
5	Contact person and information	i
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e. *	Congestion Management Process/ITS	N/A

MPO UPWP Checklist, continued...

h. *	Air Quality Planning	N/A
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* Denotes items present on as 'as needed' basis

N/A = not applicable

RESOLUTION 17-06

OF THE

DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

Approving the 2018 - 2021 Minnesota Transportation Improvement Program for the Duluth Urbanized Area

WHEREAS, the Duluth-Superior Metropolitan Interstate Council was created by the Arrowhead Regional Development Commission (ARDC) and the Northwest Regional Planning Commission (NWRPC) as the urban planning policy body and designated Metropolitan Planning Organization (MPO) with responsibility for performing urban transportation planning and is recognized by Minnesota and Wisconsin Governors, and

WHEREAS, the Metropolitan Interstate Council has established a comprehensive, cooperative, and continuing (3-C) transportation planning process to develop the unified planning work program, a Long Range Transportation Plan, and a Transportation Improvement Program to facilitate federal funding for communities, counties, and transit operators, and to provide technical assistance and expertise to transportation interests; and

WHEREAS, US Department of Transportation regulations require the development and annual approval of a Transportation Improvement Program (TIP) for each urbanized area by the Metropolitan Planning Organization in cooperation with local elected and appointed highway and transit officials; special interest and service organizations, including users of public transit; the Minnesota Department of Transportation; U.S. DOT; Federal Highway and Transit Administrations; and

WHEREAS, projects must be included in the TIP which utilize the following U.S. Department of Transportation program funds under the Fixing America's Surface Transportation Act (FAST Act), Interstate System, National Highway System, Surface Transportation Program, Federal Bridge, Federal Transit Administration Capital and Operating Assistance; and

WHEREAS, the CY 2018-2021 TIP is an implementation of *Connections 2040*, the Duluth-Superior Long Range Transportation Plan and is fiscally constrained; and

WHEREAS, U.S. Department of Transportation regulations provide for self-certification that the urban transportation planning process is being carried out in conformance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color or national origin in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

WHEREAS, the Metropolitan Interstate Council has solicited a 30-day public comment period on the Draft CY 2018-2021 TIP and any public comments received are documented in the TIP document.

NOW, THEREFORE, BE IT RESOLVED, in accordance with 23 CFR 450.334, the Metropolitan Interstate Council hereby certifies that the metropolitan planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements as described above.

ATTEST:



Frank Jewell, Minnesota Co-Chair



Nick Baker, Wisconsin Co-Chair



Ron Chicka, MIC Director

August 23, 2017

Date

November 16, 2017

ARROWHEAD REGIONAL DEVELOPMENT COMMISSION

RESOLUTION

Authorization to Enter into Agreements with the Minnesota Department of Transportation and the Northwest Regional Planning Commission for Federal and State Planning Funds for Support of Work Program Activities by the Metropolitan Interstate Council for Calendar Year 2018

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

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

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

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

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

WHEREAS, the MIC 2018 Unified Transportation Planning Work Program and Budget has been approved by the MIC Policy Board, with input from its Transportation Advisory Committee (TAC), MnDOT, WisDOT, NWRPC, the Duluth Transit Authority (DTA) and MIC area jurisdictions; and

WHEREAS, the 2018 MIC budget has been included in on-going discussions between the MIC and ARDC, and future mutual discussions of MIC budgets are anticipated;

NOW, THEREFORE, BE IT RESOLVED, that the ARDC Board authorizes its Chair, an Officer and the Finance Director to enter into agreements and amendments with MnDOT and Northwest Regional Planning Commission (NWRPC) for ARDC's portion of the financial match for the MIC's Transportation Planning Work Program for 2018. This contract and all future contracts shall be consistent with ARDC's budget and personnel limitations and subject to review by legal counsel.

Chair

MIC Director

Officer

November 16, 2017

Date

2018 MIC, TAC, HTAC, BPAC Meeting Calendar

Day/Date	Time	Group	Location	Day/Date	Time	Group	Location
January				July <i>***Annual Appreciation Dinner/Mid-Year Review</i>			
Tue, Jan 16	1:30 PM	TAC	Vintage Italian Pizza, Superior	Wed, July ??	4:30 or 5		TBD
Wed, Jan 17	6:30 PM	MIC	Vintage Italian Pizza, Superior	No Board or committee meetings during July			
February				August			
Mon, Feb 5	11:30 AM	BPAC	ARDC Conference Rooms	Mon, Aug 6	11:30 AM	BPAC	ARDC Conference Rooms
Tue, Feb 20	1:30 PM	TAC	ARDC Conference Rooms	Tue, Aug 14	1:30 PM	TAC	WisDOT/Lake Superior Rm
Wed, Feb 21	6:30 PM	MIC	Holiday Inn Downtown	Wed, Aug 15	6:30 PM	MIC	Douglas Cnty Gov't Center
March				September			
Wed, Mar 7	9:00 AM	HTAC	Barker's Island Inn	Wed, Sept 5	9:00 AM	HTAC	WITC Conference Center
Tue, Mar 20	1:30 PM	TAC	WisDOT/Lake Superior Rm	Tue, Sept 18	1:30 PM	TAC	ARDC Conference Rooms
Wed, Mar 21	6:30 PM	MIC	Douglas Cnty Gov't Center	Wed, Sept 19	6:30 PM	MIC	Rice Lake
April				October			
Tue, Apr 17	1:30 PM	TAC	ARDC Conference Rooms	Tue, Oct 16	1:30 PM	TAC	WITC Conference Center
Wed, Apr 18	6:30 PM	MIC	Hermantown	Wed, Oct 17	6:30 PM	MIC	WITC Conference Center
May				November			
Mon, May 7	11:30 AM	BPAC	ARDC Conference Rooms	Mon, Nov 5	11:30 AM	BPAC	ARDC Conference Rooms
Tue, May 15	1:30 PM	TAC	WITC Conference Center	<i>No other Board or committee meeting during November</i>			
Wed, May 16	6:30 PM	MIC	WITC Conference Center	December			
June				December			
Wed, June 6	9:00 AM	HTAC	Duluth Airport	Wed, Dec 5	9:00 AM	HTAC	Pier B
Tue, June 19	1:30 PM	TAC	Duluth Airport	Tue, Dec 11	1:30 PM	TAC	ARDC Conference Rooms
Wed, June 20	6:30 PM	MIC	Duluth Airport	Wed, Dec 12	6:30 PM	MIC	Duluth Depot

*Locations are occasionally subject to change - please check your meeting notice to confirm

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

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