

# 5. Projects & Funding

This section of CONNECTIONS 2040 explains how transportation improvements are funded in Duluth-Superior, and more specifically how federal funding gets applied to projects within the MIC area. This section describes how the area’s long-range list of transportation improvement projects was developed, and how those projects were then assessed for air quality conformity and community impacts.

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# PLANNING AND FUNDING TRANSPORTATION PROJECTS IN DULUTH-SUPERIOR

Because building and maintaining transportation infrastructure is expensive and typically takes years of planning and engineering before construction can begin, transportation projects require programming, which is the process of lining up federal, state, and local funding sources for such projects.

This chapter of Connections 2040 identifies future transportation projects that are being planned for in the Duluth-Superior area over the next 25 years. It also provides an estimation of the funding that will be available to finance those projects. Such estimates help members of the MIC and its local and regional transportation partners determine the financial feasibility of planned projects.

As explained in Chapter 2, the development and implementation of Connections 2040 is guided by a series of federal laws and regulations. Among these are 23 U.S.C 134(i)(2)(C) and 49 U.S.C 5303(f)(B), which require metropolitan transportation plans to be fiscally constrained. As such, this chapter contains the following:

- Financial assessment showing reasonably expected funding sources and demonstrating fiscal constraint (p. 5-7)
- 25-year list of transportation improvements, organized by jurisdiction (p. 5-12)
- Community impact assessment of planned projects (p. 5-31)
- Historical preservation and environmentally sensitive areas assessment of planned projects (p. 5-33)

## Planning Transportation Projects for 25 Years

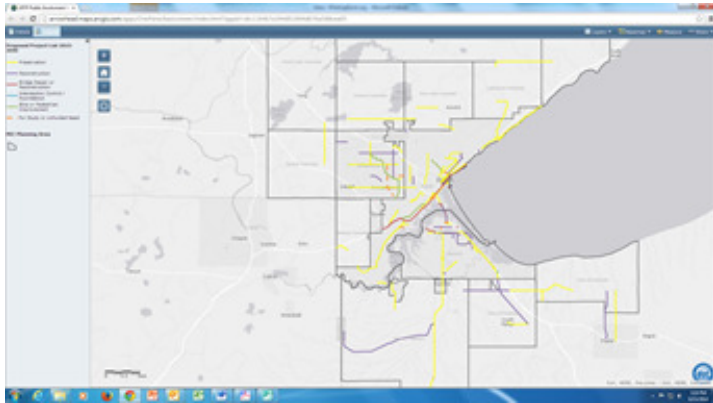
The following pages contain future transportation projects that were identified through the development of CONNECTIONS 2040. The selection of these projects was based in part on the various transportation goals and objectives for the area (Chapter 1), the federal and state policies guiding this plan (Chapter 2), the various trends and projections for the area (Chapter 3), and the current performance of the existing transportation system (Chapter 4).

The projects that are listed on the following pages are organized according to the various transportation jurisdictions in the area. The



project ID numbers listed in the first column correspond with those labeled in an interactive project map that can be accessed at: [www.dsmic.org/lrtp](http://www.dsmic.org/lrtp) (see Figure 5.1 below and the information in sidebar at right). The locations of the projects are also illustrated in the Map 5.1 and Map 5.2 found on pages 5-32 and 5-34.

Figure 5.1: Connections 2040 interactive web map



The implementation of the projects identified in CONNECTIONS 2040 are being planned according to one of three timeframes: short-range (2015-2019), mid-range (2020-2024), and long-range (2025-2040). These timeframes represent the following distinctions:

### Short-Range Projects (2015-2019)

Projects already planned and being programmed in either the Duluth Area or Superior Area Transportation Improvement Projects (TIPs). These documents identify federal, state, and local funding sources and amounts to be applied to the projects listed with in them.

### Mid-Range Projects (2020-2024)

Projects identified by jurisdictions and already part of their ten-year capital improvement programs. Local funding sources have already been identified for many of these projects.

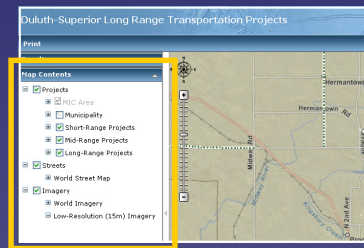
### Long-Range Projects (2025-2040)

Projects that jurisdictions anticipate doing beyond 20 years out, but are currently not part of any capital improvement program. Federal, state, and local funding sources have not yet been identified for these projects, though such funding is reasonably expected to be available for them.

### Using the Connections 2040 Interactive Project Map:

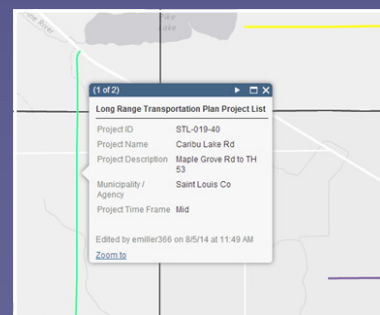
Projects identified in this long range plan can be viewed with an [interactive map](#). The map provides for the ability to adjust the scale to improve viewing, as well as retrieve details about specific projects.

Projects are organized by the timeframe in which they're planned to implemented. All projects belonging to a timeframe can be added or removed from the map using the menu at the left of the map.



Menu of map layers

Using the cursor arrow to select individual projects and open a dialogue showing details about project costs, timeframe, and the responsible jurisdiction.



Click on projects in the map to get details about the individual projects.

## Defining Project Types

For the purposes of this plan, the projects identified have been categorized according to the descriptors listed at right. This is useful for a number of reasons, but also provides for a quick glimpse of the area’s investment priorities. Figure 5.2, for instance, shows how the number of projects categorized as either “Reconstruction” or “Preservation” represent 69% of the projects listed in the plan. This is in stark contrast to the 5% of the projects identified as either “Construction” or “Enhancements”. This is, in large part, a reflection of the financial challenges being projected for the transportation system. Figure 5.3 shows that projects aimed at merely maintaining existing highway infrastructure and transit operations accounts for 97% of the \$1.5 billion estimated total cost for all projects that can be funded with future revenues that can be reasonably anticipated.

Figure 5.2: Number of planned projects by type (2010-2035)

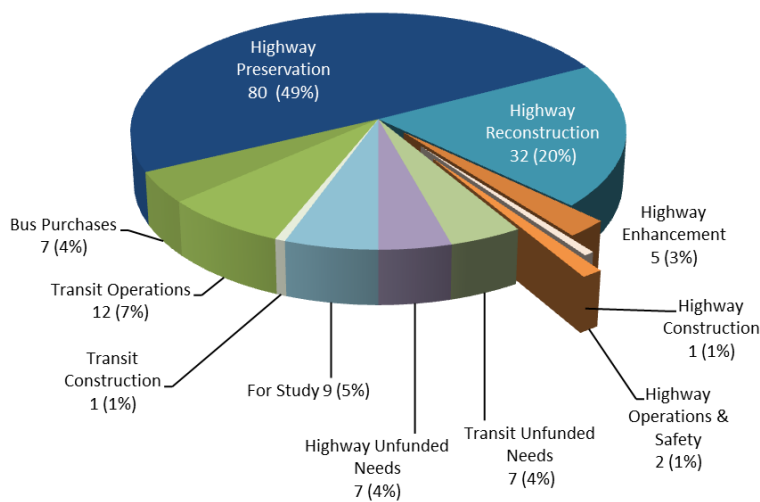
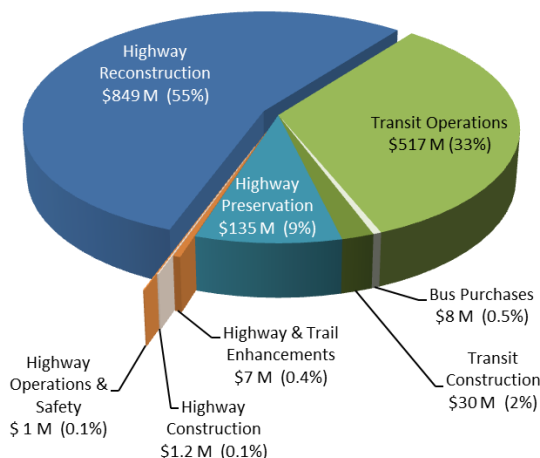


Figure 5.3: Total costs of planned projects by type (2010-2035)



## Connections 2040 Project Types:

For the purposes of tracking and analysis, projects included in this plan have been classified as one of the following:

### Construction

Projects resulting new infrastructure, such as the building of new facilities or additional lane capacity along existing roadways.

### Enhancement

Elements being added to an existing facility that enhance the comfort, safety, or accessibility of that facility.

### Reconstruction

Projects that rebuild or rehab existing facilities without adding more capacity or change roadway alignment.

### Preservation

Projects that retain or restore the condition of existing facilities through repaving or similar activities.

### Operations & Maintenance

Maintenance efforts or spot improvements aimed at maintaining existing levels of service or improving the efficiency and safety of existing facilities without adding capacity.

### Vehicle Replacements

The purchase of new transit vehicles to replace older vehicles for the purpose of maintaining service quality and managing ongoing maintenance costs.

### Unfunded Need

Needs that jurisdictions anticipate having to address within the next 25 years but would not be able to fund with the levels of revenue that can reasonably be expected to be available over that period of time.

### For Study

A need or potential need that has been identified, but appropriate treatments have not yet been determined.

## Identifying Projects based on Investment Priorities

As explained in Chapter 3, population and employment projections suggest a level of growth over the next 25 years that will produce capacity challenges in some locations throughout the roadway network. Over this same period, however, the cost of maintaining Duluth-Superior’s existing transportation infrastructure is expected to more than double due to the rising cost of construction materials and the effects of inflation. Because of this, reconstruction and preservation projects were identified early on in the CONNECTIONS 2040 planning process as high priorities for future transportation investments in the area.

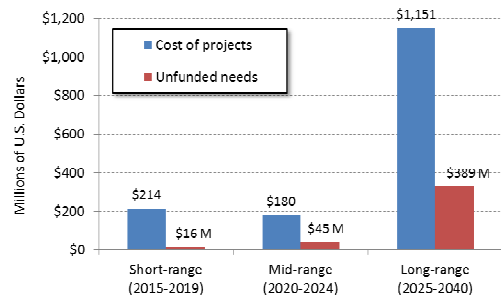
### Project Selection

The projects included in this plan were identified in coordination with the various transportation jurisdictions in the area. Staff from the MIC engaged officials and representatives of the area’s various municipalities and jurisdictions by reporting on baseline data regarding demographics and trends. This included estimates regarding the existing condition of transportation infrastructure and the projected costs of maintaining that infrastructure over the life of the plan. This information was then compared against the planning objectives and existing capital improvement plans (CIPs) of the jurisdictions in order to identify and prioritize transportation projects for inclusion in CONNECTIONS 2040.

### Unfunded Needs

During the process of identifying projects, it became increasingly clear that more projects were being planned for the area than there would be funding available. This was verified through the method of financial assessment described on pages 5-7 through 5-11. Because federal law and regulations require metropolitan transportation plans such as CONNECTIONS 2040 to be fiscally constrained to only the sources of revenue that can be clearly identified and reasonably expected to be available, some projects had to be relegated to a status of “Unfunded Need”. These projects, along with their estimated costs, are listed on pages 5-28 through 5-29. Even though the area’s jurisdictions will continue to plan for them, the future implementation of these projects will be contingent upon sources of funding that cannot be identified at this time. Figure 5.4 shows the total estimated costs of these “unfunded” projects relative to those of the projects which have been deemed fundable. Tables 5.1 and 5.2 on the following page display this same information in terms of the different project types. More than \$389 million dollars of projects have been identified as unfunded needs. Approximately 77% of this amount

Figure 5.4: Estimated costs of planned projects and unfunded needs (2015-2040)



Is associated with the reconstruction of area roadways and bridges and 19% is associated with projected shortfalls in funding needed to maintain existing levels of transit service in the area.

Table 5.1: Planned investments by time period and project type (millions)

<i>Project Type</i>	<i>Short-range (2015-2019)</i>	<i>Mid-range (2020-2024)</i>	<i>Long-range (2025-2040)</i>	<i>Totals</i>
Construction	\$31.2	\$0.0	\$0.0	\$31.2
Enhancement	\$6.7	\$0.0	\$0.0	\$6.7
Reconstruction	\$53.5	\$40.9	\$755.0	\$849.4
Preservation	\$40.3	\$61.9	\$33.3	\$135.5
Highway Ops. & Maint.	\$0.5	\$0.6	\$0.0	\$1.1
Transit Ops. & Maint.	\$76.8	\$76.2	\$361.1	\$514.1
Vehicle Purchases	\$5.0	\$0.7	\$2.0	\$7.7
<i>Total</i>	\$214.0	\$180.3	\$1,151.4	\$1,545.7

Table 5.2: Unfunded needs by time period and project type (millions)

<i>Project Type</i>	<i>Short-range (2015-2019)</i>	<i>Mid-range (2020-2024)</i>	<i>Long-range (2025-2040)</i>	<i>Totals</i>
Construction	--	--	\$17.7	\$17.7
Enhancement	--	\$3.5	--	\$3.5
Reconstruction	--	\$19.7	\$184.8	\$204.4
Preservation	--	\$4.9	--	\$4.9
Highway Ops. & Maint.	--	--	--	--
Transit Ops. & Maint.	--	--	\$74.9	\$74.9
Vehicle Purchases	\$16.2	\$17.0	\$50.5	\$83.7
<i>Total</i>	\$16.2	\$45.1	\$327.9	\$389.1

**Projects identified as “For Study”**

In addition to the projects identified as “unfunded needs”, other projects (or potential projects) were identified, but for which appropriate solutions have not yet been determined. Examples of this are the potential design and construction of passenger terminals in Duluth and Superior for future high-speed rail service to the area. The feasibility of such a service is being studied at this time and it is too early to know size, extent, or scope of such projects. Projects like this were classified as being “For Study”. These projects are listed on page 5-30. Because the extent of the work required for these projects has not yet been established, there are no cost estimates associated with them at this time.

# FINANCIAL ASSESSMENT

This section describes the methods used to forecast the levels of revenue expected to be available to the MIC area jurisdictions for investments in surface transportation (i.e. public roads and transit services) over the next 25 years. It also describes the methods used to estimate system-level needs and determine jurisdictions’ ability to fund the projects being identified in CONNECTIONS 2040.

## Forecasting Future Revenues

The MIC consulted with staff from MnDOT District 1, WisDOT’s NW Regional Office in Superior, and the DTA to develop estimates of the federal and state dollars that will be available to those agencies over the next 25 years. For estimates of local revenues, information was retrieved from the Minnesota Office of the State Auditor and the Wisconsin Department of Revenue regarding the amount of “capital outlay” that the area’s cities and counties have historically directed to highway improvement projects. In all cases, these estimates represent a mix of federal, state, and local funding sources.

Table 5.3 shown at right displays the estimated average annual revenues available to MIC area jurisdictions. The jurisdictions of St. Louis County, MN and Douglas County, WI extend well beyond the MIC boundaries, and it was first assumed that they would, over time, spend a portion of their revenues equal to the percentage of their system that exists within the MIC area. Douglas County engineering, however, has communicated an intention to focus a majority of their resources on some specific roads within the MIC area in the coming years.

A slightly different approach was taken with the DOTs. Based on the relative numbers and sizes of other population centers in these regions - as well as the amount and expanse of existing DOT infrastructure within the MIC area - it was estimated that no more than 45% of MnDOT District 1’s and no more than 16% of WisDOT NW Region’s forecasted revenues could be reasonably expected to be available to the area over the life of the plan. Table 5.3, therefore, represents the average annual revenues according to these percentages.

Public revenues such as those in represented in Table 3, are subject to the effects of inflation over time. On the other hand, it is recognized that all levels of government in the U.S. are facing both funding shortfalls and public opposition to increased taxes. To model these realities, and an annual inflation rate of 1% was applied to the revenue estimates shown in Table 5.3, beginning in year 2015 and projected out 2040. This resulted in the short-, mid-, and long-range revenue forecasts shown in Table 5.4 on the following page.

*Table 5.3: Estimated annual transportation revenues available to MIC area jurisdictions*

<i>Jurisdiction</i>	<i>Avg. annual revenues</i>
MnDOT Dist. 1 <sup>a</sup>	\$45,472,840
St. Louis County, MN <sup>b</sup>	\$8,170,410
City of Duluth, MN	\$8,020,865
City of Hermantown, MN	\$477,510
WisDOT NW Region <sup>a</sup>	\$8,839,520
Douglas County, WI <sup>c</sup>	\$432,598
City of Superior, WI	\$1,196,360
DTA <sup>d</sup>	\$18,328,040

*Sources: MnDOT District 1, WisDOT NW Region, Duluth Transit Authority, Minnesota Office of the State Auditor; Wisconsin Department of Revenue, 2009.*

*a - 45% of MnDOT District 1 revenues; 16% of WisDOT NW Region revenues.*

*b - Estimating availability of 22.5% of county’s highway expenses (based on portion of road miles w/n the MIC).*

*c - Estimating availability of 100% of county’s highway expenses.*

*d - DTA revenues represent FHWA funding available for bus purchases, FTA funding available for operations and capital improvements, plus local and state revenue sources.*

Table 5.4: Estimated annual transportation revenues available to MIC area jurisdictions: 2015-2040

<i>Jurisdiction</i>	<i>Short range (2015-2019)</i>	<i>Mid range (2020-2024)</i>	<i>Long range (2025-2040)</i>	<i>Total</i>
MnDOT Dist. 1	\$276,681,229	\$204,506,786	\$712,928,780	\$1,194,116,795
St. Louis County, MN	\$42,094,079	\$44,241,300	\$157,313,523	\$243,648,903
City of Duluth, MN	\$26,649,645	\$28,009,045	\$99,594,757	\$154,253,448
City of Hermantown, MN	\$3,619,418	\$5,353,725	\$12,694,782	\$21,667,924
WisDOT NW Region	\$45,541,340	\$47,864,406	\$170,196,588	\$263,602,334
Douglas County, WI	\$11,730,269	\$12,328,630	\$43,838,229	\$67,897,128
City of Superior, WI	\$9,924,127	\$10,430,358	\$37,088,338	\$57,442,822
DTA	\$82,600,000	\$102,663,017	\$363,421,857	\$548,684,875

## Forecasting System-level Needs

Once revenue forecasts were developed, an effort was made to estimate system-level needs for comparison. The purpose for doing this was to determine the potential costs of maintaining the existing system in addition to any construction projects (representing system expansion) that might be come to be identified in CONNECTIONS 2040.

Estimates were derived by gathering information about the existing condition of road pavements and the annual operating costs of maintaining current levels of transit service in the area. The future costs of addressing these needs were projected out to the year 2040 and were adjusted to account for the effects of inflation over those 25 years.

### Estimating future roadway needs

Pavement condition ratings, as assessed by the individual jurisdictions, were used to estimate the levels of need that currently exist across the area’s road network. The method of rating pavements differs among the jurisdictions, so the ratings were indexed and categorized according to one of three condition classes: “Good”, “Fair”, or “Poor”. The cost-per-mile estimates shown in Table 5.5 were then applied to these totals to represent what it would take to maintain the miles of “Good” pavement and convert the miles of “Fair” and “Poor” pavements to a “Good” condition within the 25-year timeframe of this plan. These per-mile estimates were based on the average costs-per-mile of recent projects in the area and were vetted by jurisdiction officials.

The methodology described above only produces, at best, a gross estimate of the long-term needs that each jurisdiction faces. For one thing, it assumes that each mile is alike in terms of its

Table 5.5: Cost-per-mile estimates to address pavement needs

<i>Pavement condition</i>	<i>DOTs</i>	<i>Municipalities</i>
“Good”	\$155,000/mi	\$68,000/mi
“Fair”	\$1,600,000/mi	\$700,000/mi
“Poor”	\$7,000,000/mi	\$3,100,000/mi



dimensions and the cost of its materials. Secondly, those estimates are based on data that does not sufficiently speak to the potential needs that may exist with the road base and any infrastructure that may exist beneath the pavement; it does not account for the even greater costs that may be associated with the maintenance or reconstruction of bridges.

Because large bridge structures represent substantially greater investments per mile than roads, it was decided that any bridge projects identified for inclusion in the CONNECTIONS 2040 plan should be added on top of the estimated pavement needs. MnDOT and WisDOT both identified bridge projects, the estimated costs of which are represented in Figure 5.5 at right. As shown in that figure, the estimated costs of the bridge projects and pavement needs would be covered under the revenues projected.

The future looks more challenging for the local highway jurisdictions. When compared with the estimated pavement needs, projected revenues fall far short (Figure 5.6). Based on these estimates, area jurisdictions could be facing \$1.2 billion in unfunded needs over the next 25 years. It is also important to note that, whereas the projected revenues shown in Figure 5.6 have been inflated, the costs of estimated need have not.

The challenges being forecasted with these estimates of system need were presented to jurisdictions and stakeholders early on in the development of CONNECTIONS 2040. They were prominent in discussions about the priorities for transportation investments in the area and helped to shape the list of projects that are identified on pages 5-12 through 5-29 of this plan, of which 93% are projects aimed at preserving or reconstructing existing roads and bridges.

Figure 5.5: Comparison of estimated needs and revenue projections for DOT facilities within the MIC area: 2015-2040

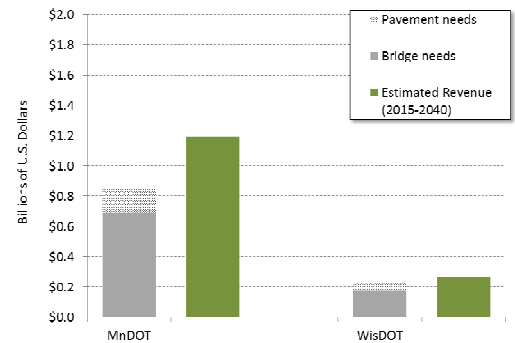
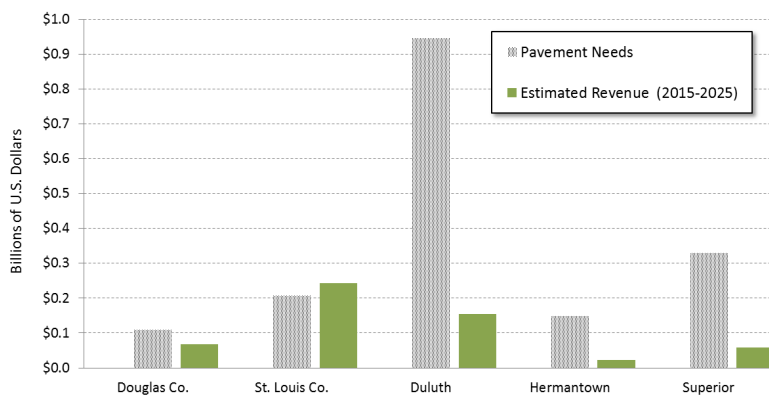


Figure 5.6: Comparison of estimated needs and revenue projections for local jurisdictions within the MIC area: 2015-2040



## Estimating future transit needs

To estimate future needs for Duluth-Superior’s public transit system, the current annual cost of operations and costs of bus replacements were forecasted out over 25 years.

The DTA spends approximately \$11.6 million annually on operations and maintenance. It has also been spending approximately \$500,000 per replacement vehicle for its fleet of regular route buses. It also spends approximately \$145,000 to replace a 30-foot STRIDE bus and \$65,000 to replace its smaller size STRIDE vehicles.

To ensure compliance with FTA regulations and meet its own objectives regarding passenger safety and comfort, as well as operational efficiency, the DTA maintains a vehicle replacement schedule of 10 regular route buses every other year and alternates between 3 and 6 new STRIDE vehicles in the intervening years. In order to continue this replacement schedule over the next 25 years, the DTA is planning to purchase 120 regular route buses and 39 STRIDE vehicles between 2015 and 2040.

The projected costs of maintaining the DTA’s existing levels of service are shown in Table 5.6 below. Because the estimates used to build these projections were deemed to be more accurate than those used to estimate roadway needs, they were factored for a 3.5% annual rate of inflation, as was recommended by staff at the DTA. When these estimated future costs are compared to the revenues projected for the DTA over the coming 25 years, it appears that transit service could be underfunded by \$40.5 million, and that this shortfall would occur after 2024 (Figure 5.7).

A large part of the projected funding shortfall comes from the fact that FHWA funding being “flexed” for bus purchases has been reduced by approximately 80% in the past few years, and the DTA has not been able to identify additional sources of funding to make up for that difference. That funding, therefore, could not be reasonably expected to be available in the future projections.

Figure 5.7: Comparison of estimated needs and revenue projections for DTA transit services within the MIC area: 2015-2040

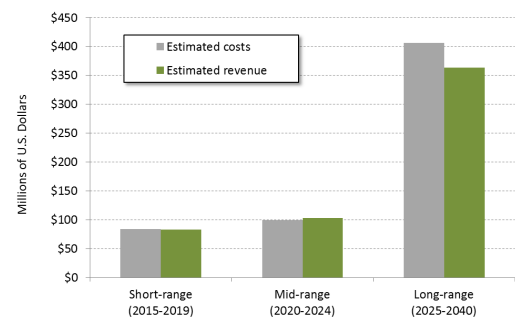


Table 5.6: Estimated financial resources to maintain existing levels of DTA transit service in the MIC area: 2015-2040

Expenditure	Short range (2015-2019)	Mid range (2020-2024)	Long range (2025-2040)	Total
Operations and maintenance	\$ 66.9 M	\$ 79.5 M	\$ 346.7 M	\$ 493.1 M
Regular route bus	30 buses: \$ 16.0 M	30 buses: \$ 18.4 M	60 buses: \$ 53.6 M	\$ 88.0 M
30' STRIDE bus	6 buses: \$ 0.9 M	6 buses: \$ 1.1 M	18 buses: \$ 4.7 M	\$ 6.7 M
Small STRIDE vehicle	3 vehicles: \$ 0.2 M	3 vehicles: \$ 0.2 M	9 vehicles: \$ 1.0 M	\$ 1.4 M
<b>Total</b>	<b>\$ 84 million</b>	<b>\$ 99.2 million</b>	<b>\$ 406 million</b>	<b>\$ 589.2 million</b>

## Comparing CONNECTIONS 2040 Projects to Forecasted Revenue

An assessment of the potential needs system wide helped in developing a long-range list of projects that prioritizes system preservation. That list of projects, however, also needed to be vetted against the levels of revenue expected to be available over the next 25 years. Table 5.7 shows the result of that assessment.

The estimated costs of future highway projects were adjusted to reflect a 5% annual rate of inflation, while transit projects were factored for a 3.5% rate of inflation. These costs were then compared to the levels of future revenues shown in Table 5.4 on page 5-8. The results showed a projected shortfall of \$240 million dollars. To ensure a fiscally constrained transportation plan that represented preservation priorities, the MIC worked with the area jurisdictions to select a number of projects for removal. This resulted in the list of projects presented in the following pages. Projects that were removed from the original list are identified as “unfunded needs” on page 5-28.

Table 5.7: Results of a financial capability assessment of original list of CONNECTIONS 2040 projects.

Jurisdiction	Short range (2015-2019)	Mid range (2020-2024)	Long range (2025-2040)	Funded/Unfunded
MnDOT Dist. 1	Revenues: \$ 276,681,229 Costs: \$ 8,823,943 Deficits: --	Revenues: \$ 204,506,786 Costs: \$ 25,742,000 Deficits: --	Revenues: \$ 712,928,780 Costs: \$ 675,000,000 Deficits: --	Funded: \$ 709,565,943 Unfunded: --
St. Louis, County	Revenues: \$ 42,094,079 Costs: \$ 15,425,000 Deficits: --	Revenues: \$ 44,241,300 Costs: \$ 19,896,320 Deficits: --	Revenues: \$ 157,313,523 Costs: \$ 0 Deficits: --	Funded: \$ 35,321,320 Unfunded: --
City of Duluth, MN	Revenues: \$ 26,649,645 Costs: \$ 25,065,760 Deficits: --	Revenues: \$ 28,009,045 Costs: \$ 12,592,960 Deficits: --	Revenues: \$ 157,313,523 Costs: \$ 68,234,000 Deficits: --	Funded: \$ 82,372,720 Unfunded: \$23,520,000 *
City of Hermantown, MN	Revenues: \$ 3,619,418 Costs: \$ 3,500,000 Deficits: --	Revenues: \$ 5,353,724 Costs: \$ 13,581,560 Deficits: (\$ 8,227,835)	Revenues: \$ 12,694,781 Costs: \$ 13,867,000 Deficits: (\$ 1,172,219)	Funded: \$ 18,625,000 Unfunded: \$ 12,323,560
WisDOT NW Region	Revenues: \$ 42,094,079 Costs: \$ 18,422,000 Deficits: --	Revenues: \$ 44,241,300 Costs: \$ 157,313,523 Deficits: --	Revenues: \$ 157,313,523 Costs: \$ 282,824,390 Deficits: (\$ 112,627,802)	Funded: \$ 150,375,550 Unfunded: \$ 175,000,000
Douglas County, WI	Revenues: \$ 11,730,269 Costs: \$ 7,061,600 Deficits: --	Revenues: \$ 12,328,630 Costs: \$ 29,490,440 Deficits: (\$ 17,161,810)	Revenues: \$ 43,838,229 Costs: \$ 12,404,000 Deficits: --	Funded: \$ 29,267,600 Unfunded: \$ 19,688,440
City of Superior, WI	Revenues: \$ 9,924,127 Costs: \$ 6,882,912 Deficits: --	Revenues: \$ 10,430,358 Costs: \$ 5,970,729 Deficits: --	Revenues: \$ 37,088,338 Costs: \$ 12,257,422 Deficits: --	Funded: \$ 25,111,063 Unfunded: --
Duluth Transit Authority	Revenues: \$ 112,600,000 ** Costs: \$127,999,690 Deficits: (\$ 15,399,690)	Revenues: \$ 102,663,017 Costs: \$115,503,797 Deficits: (\$ 12,840,780)	Revenues: \$ 363,421,857 Costs: \$ 436,049,825 Deficits: (\$ 72,627,968)	Funded: \$ 573,433,399 Unfunded: \$158,589,253

Total Deficit: (\$ 240,058,104)

Projects identified as “unfunded need”: \$ 389,121,254

\* Projects representing system expansion or a level of redesign and reconstruction that was deemed “unfunded” in light of Duluth’s total projected preservation needs.

\*\* Revenues include \$30,000,000 includes a mix of FTA, State bond funds, and local and private investments for the construction of a downtown multimodal transit facility which have already been secured by the DTA.

# LIST OF TRANSPORTATION PROJECTS: 2015 - 2040

MIC staff met with all jurisdictions within the Duluth-Superior metropolitan planning area to identify those transportation projects they plan to pursue over the next twenty-plus years. These projects have been identified as jurisdictional needs or interests and are listed in the following pages by jurisdiction and timeframe: short-range (years 2015 to 2019), mid-range (years 2020 to 2024), or long-range (years 2025 to 2040). It should be noted that, due system-wide preservation needs, many more projects will be implemented in the mid-range and long-range years than those listed, but it is too early to identify specific those projects, costs or years of construction.

Projects eligible for inclusion in the CONNECTIONS 2040 project list are generally limited to functionally classified roadways, but some projects located on non-classified routes (e.g. bridges, trails, etc.) are included because they are eligible for other state program funding.

Most of the projects listed for implementation in the short-range are accompanied by the estimated federal, state and “other” funding sources (e.g. local match, bonding, assessments, etc.) that the jurisdictions plan to apply to them. Projects that do not show estimates for these individual sources are projects where information was still pending at the time of the CONNECTION 2040’s release.

The following list of projects *does not* represent a “wish list” for the jurisdictions. It has been fiscally constrained within the levels of future revenues forecasted for the MIC area over the next 25 years. Estimated costs associated with the project list have been assessed using the methodology outlined in CONNECTIONS 2040. Projects that appear to exceed jurisdictions’ ability to fund them with existing levels of funding, or for which non-traditional funding sources have yet been secured, are identified as “Unfunded Needs” on pages 5-28 and 5-29. Projects being planned for, but for which their design or extent of their costs can not yet be determined are shown as “For Study” on page 5-30.

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### Explanation of gaps in Project ID numbers:

*As projects were brought forward for potential inclusion in CONNECTIONS 2040, they were given a unique identifier. Subsequent analysis and discussions resulted in the rearranging or removal of some of these projects. In order to keep track of projects throughout the process, no ID numbers were changed, which is the reason for inconsistencies in the order of project ID numbers in the following lists.*

*Short-term Projects (2015-2019)*

Proj. No.	Project Description	Type	AQ Status	Federal Cost	State Cost	Other Cost	Total Cost
M-001-40	INTERSTATE 35 <i>I-35 In Duluth: drainage improvements, repairs, bridge column repair and painting</i>	Preservation			\$1,500,000		\$1,500,000
M-002-40	MN STH 23 <i>**CIMS** MN 23, FROM I-35 TO BECKS ROAD</i>	Appurtenance			\$3,035,000	\$496,572	\$3,531,572
M-003-40	MN STH 23 <i>MN 23 in Duluth: replace/rehabilitate Br 5757 over Mission Creek</i>	Preservation			\$3,200,000		\$3,200,000
M-004-40	MN STH 39 <i>JCT TH-23 to W End Br 6544, Reclaim and Overlay</i>	Preservation					\$592,371
<b>Total:</b>							<b>\$8,823,943</b>

*Mid-term Projects (2020-2024)*

Proj. No.	Project Description	Type	AQ Status	Federal Cost	State Cost	Other Cost	Total Cost
M-005-40	INTERSTATE 35 <i>Over Kingsbury Creek, Replace Br. No. 3633</i>	Reconstruction					\$4,257,000
M-006-40	INTERSTATE 35 <i>Thompson Hill, From N End Br over DMIR RR to N End Br 69879 Over TH 23</i>	Reconstruction					\$10,965,000
M-007-40	INTERSTATE 35 <i>Over CNRR, Replace, Br. No. 6501</i>	Reconstruction					\$5,805,000
M-008-40	INTERSTATE 535 <i>Over Garfield Ave, Improve Br. No. 69808A</i>	Preservation					\$1,330,000
M-009-40	INTERSTATE 535 <i>Over BNSF RR, Improve Br. No. 69809</i>	Preservation					\$1,330,000
M-010-40	INTERSTATE 35 <i>At 27th Ave W, Redeck Br # 69834</i>	Preservation					\$2,055,000
<b>Total:</b>							<b>\$25,742,000</b>

*Long-term Projects (2025-2040)*

Proj. No.	Project Description	Type	AQ Status	Federal Cost	State Cost	Other Cost	Total Cost
M-011-40	INTERSTATE 535 <i>Blatnik Bridge</i>	Reconstruction					175,000,000*
M-012-40	INTERSTATE 35 <i>I-35 at I-535 Interchange Reconstruction ("Can of Worms").</i>	Reconstruction					500,000,000*
<b>Total:</b>							<b>\$675,000,000*</b>

\* Projects shown beyond the year 2025 are not identified in MnDOT’s current 10-year Strategic Highway Investment Plan, 2011-2033. Although the financial capability analysis used in *Connections 2040* shows that the estimated cost of these projects is fundable under future revenue projections, MnDOT does not necessarily share these assumptions and considers these projects unfunded at this time.

*Short-term Projects (2015-2019)*

Proj. No.	Project Description	Type	AQ Status	Federal Cost	State Cost	Other Cost	Total Cost
STL-001-40	MARTIN RD <i>Midway Rd. to Rice Lake Rd</i>	Preservation	Exempt: S-10				\$3,125,000
STL-002-40	ARLINGTON AVE <i>TH 53 (Trinity Rd) to Arrowhead Rd</i>	Preservation	Exempt: S-10				\$2,000,000
STL-003-40	E 4TH ST <i>6th Ave E to Woodland Ave</i>	Reconstruction	Exempt: S-10				\$6,000,000
STL-004-40	WEST TISCHER RD <i>Rice Lake Rd to Jean Duluth Rd</i>	Preservation	Exempt: S-10				\$2,300,000
STL-005-40	BECKS RD <i>West County Line to Midway Rd.</i>	Preservation	Exempt: S-10				\$1,100,000
STL-006-40	RICE LAKE RD <i>Construct sidewalk: Central Entrance to Arrowhead Rd</i>	Construction	Exempt: A-2				\$400,000
STL-007-40	RICE LAKE RD <i>Intersection of Rice Lake Rd and Airport Rd</i>	Intersection Control	Exempt: E-2				\$500,000
<b>Total:</b>							<b>\$15,425,000</b>

*Mid-term Projects (2020-2024)*

Proj. No.	Project Description	Type	AQ Status	Federal Cost	State Cost	Other Cost	Total Cost
STL-008-40	MAPLE GROVE RD <i>Midway Rd. to Lavaque Rd.</i>	Preservation	Exempt: S-10				\$2,552,000
STL-009-40	MAPLE GROVE RD <i>Lavaque Rd. to 100' E. of Westburg Rd.</i>	Preservation	Exempt: S-10				\$1,508,000
STL-010-40	STRAND RD <i>W. Tischer Rd. to Lester River Rd</i>	Preservation	Exempt: S-10				\$498,800
STL-011-40	LESTER RIVER RD <i>60th Ave. East to Strand Rd</i>	Preservation	Exempt: S-10				\$2,088,000
STL-012-40	CULBERTSON RD <i>Homestead Rd. to East County Line</i>	Preservation	Exempt: S-10				\$932,640

**Minnesota—St. Louis County Long-Range Project List**

**Duluth-Superior Connections 2040**

STL-013-40	WEST KNIFE RIVER RD <i>W. Knife River Rd. to Culbertson Rd</i>	Preservation	Exempt: S-10	\$508,080
STL-014-40	CALVARY RD <i>Howard Gnesen Rd. to Woodland Ave.</i>	Preservation	Exempt: S-10	\$1,044,000
STL-015-40	AIRBASE RD <i>Arrowhead Rd. to TH 53</i>	Preservation	Exempt: S-10	\$438,480
STL-016-40	LISMORE RD <i>N. Tischer Rd to Ryan rd.</i>	Preservation	Exempt: S-10	\$2,784,000
STL-017-40	MORRIS THOMAS RD <i>Midway Rd. to Lavaque Rd</i>	Preservation	Exempt: S-10	\$2,204,000
STL-018-40	MORRIS THOMAS RD <i>Lavaque Rd. to Piedmont Ave</i>	Preservation	Exempt: S-10	\$2,436,000
STL-019-40	CARIBOU LAKE RD <i>Maple Grove Rd. to TH 53</i>	Preservation	Exempt: S-10	\$1,162,320
STL-020-40	BECKS RD <i>TH 23 to County Bridge 235</i>	Preservation	Exempt: S-10	\$1,160,000
STL-021-40	MIDWAY RD <i>Intersection of Midway Rd and Maple Grove Rd</i>	Intersection Control	Exempt: E-2	\$580,000
<b>Total:</b>				<b>\$19,896,320</b>



*Short-term Projects (2015-2019)*

Proj. No.	Project Description	Type	AQ Status	Federal Cost	State Cost	Other Cost	Total Cost
DUL-001-40	SUPERIOR STREET: DOWNTOWN <i>6th Ave W to 4th Ave E Reconstruction</i>	Reconstruction	Exempt: S-10		\$5,200,000		\$5,200,000
DUL-002-40	AERIAL LIFT BRIDGE <i>Structural maintenance and painting</i>	Preservation	Exempt: S-19		\$6,000,000		\$6,000,000
DUL-003-40	TH23 IMPROVEMENTS <i>I-35 to Becks Road corridor enhancements with CIMS Grant</i>	Preservation	Exempt: A-2		\$3,800,000		\$3,800,000
DUL-004-40	WOODLAND AVE <i>4th Street to Kent Rd, and Calvary Rd to Martin Rd</i>	Preservation	Exempt: S-10	\$920,000	\$480,000		\$1,400,000
DUL-005-40	RIDGEVIEW RD <i>Secondary access road to Air National Guard Base</i>	Construction	Exempt: S-10	\$1,000,000		\$250,000	\$1,250,000
DUL-006-40	CROSS CITY TRAIL <i>30th Ave W to Pulaski St</i>	Construction	Exempt: A-2	\$1,784,951		\$784,000	\$2,568,951
DUL-007-40	LAKWALK TRAIL <i>20th Ave E to 23rd Ave E</i>	Construction	Exempt: S-10	\$185,447		\$46,362	\$231,809
DUL-008-40	DECKER RD <i>Piedmont Ave to Mall Dr</i>	Preservation	Exempt: S-10	\$900,000	\$500,000		\$1,400,000
DUL-009-40	NORTH SHORE SCENIC DR <i>Brighton Beach to McQuade Safe Harbor</i>	Preservation	Exempt: S-10		\$3,215,000		\$3,215,000
<b>Total:</b>							<b>\$25,065,760</b>

*Mid-term Projects (2020-2024)*

Proj. No.	Project Description	Type	AQ Status	Federal Cost	State Cost	Other Cost	Total Cost
DUL-010-40	9TH STREET / 8TH STREET (MSA 134) <i>6th Ave. E. to Woodland Ave</i>	Preservation	Exempt: S-10				\$1,429,120
DUL-011-40	RALEIGH ST <i>Grand Ave to Central Ave</i>	Preservation	Exempt: S-10				\$603,200
DUL-012-40	6TH AVENUE E. and CENTRAL ENTRANCE <i>2nd St. to 9th St to Mesaba Ave</i>	Preservation	Exempt: S-10				\$1,160,000
DUL-013-40	DOWNTOWN AVENUES <i>2nd Street Alley to 4th Street</i>	Preservation	Exempt: S-10				\$1,160,000
DUL-014-40	AERIAL LIFT BRIDGE	Preservation	Exempt: S-10				\$3,480,000

**Minnesota—City of Duluth Long-Range Project List**

**Duluth-Superior Connections 2040**

<i>Structural Rehabilitation and Painting</i>						
DUL-015-40	COLLEGE ST <i>Kenwood Ave to Woodland Ave</i>	Preservation	Exempt: S-10			\$1,002,240
DUL-016-40	SKYLINE PKWAY <i>11th S to Kenwood Ave</i>	Preservation	Exempt: S-10			\$593,920
DUL-017-40	3RD STREET <i>Mesaba Ave to 21st Ave E</i>	Preservation	Exempt: S-10			\$1,856,000
DUL-018-40	LAKE AVE <i>Railroad St to 13th St</i>	Preservation	Exempt: S-10			\$733,120
DUL-019-40	CANAL PARK DR <i>Lake Ave to Buchanan S</i>	Preservation	Exempt: S-10			\$575,360
<b>Total:</b>						<b>\$12,592,960</b>

*Long-term Projects (2025-2040)*

Proj. No.	Project Description	Type	AQ Status	Federal Cost	State Cost	Other Cost	Total Cost
DUL-020-40	AERIAL LIFT BRIDGE <i>Structural Rehabilitation and Painting</i>	Preservation	Exempt: S-10				\$5,943,000
DUL-021-40	GARFIELD AVE <i>Superior Street to Bridge:</i>	Preservation	Exempt: S-10				\$1,683,850
DUL-022-40	43RD AVENUE E. <i>London Rd. to Superior St</i>	Reconstruction	Exempt: S-10				\$1,981,000
DUL-023-40	SKYLINE PKWAY <i>Hwy 2 to Vinland St</i>	Preservation	Exempt: S-10				\$2,440,592
DUL-024-40	SKYLINE PKWAY <i>Haines Rd to 24th Ave W</i>	Preservation	Exempt: S-10				\$2,551,528
DUL-025-40	CHAMBERSBERG AVE <i>Piedmont Ave to Anderson Rd</i>	Reconstruction	Exempt: S-10				\$4,952,500
DUL-026-40	SUPERIOR STREET <i>45th Ave E to Expressway</i>	Preservation	Exempt: S-10				\$2,971,500
DUL-027-40	RAILROAD ST <i>Canal Park Dr to Garfield Ave</i>	Preservation	Exempt: S-10				\$2,575,300
DUL-028-40	JUNCTION ST / ST. MARIE <i>College St to Wallace Ave</i>	Preservation	Exempt: S-10				\$1,782,900
DUL-029-40	PIEDMONT AVENUE <i>Superior St. to 3rd St.</i>	Preservation	Exempt: S-10				\$990,500

**Minnesota—City of Duluth Long-Range Project List**

**Duluth-Superior Connections 2040**

DUL-030-40	10th STREET <i>27th Ave. W. to 24th Ave W</i>	Preservation	Exempt: S-10	\$594,300
DUL-031-40	LONDON ROAD <i>10th Ave. E. to 26th Ave. E.</i>	Preservation	Exempt: S-10	\$1,782,900
DUL-032-40	1ST STREET <i>Mesaba Ave to 8th Ave E</i>	Reconstruction	Exempt: S-10	\$23,772,000
DUL-033-40	SUPERIOR STREET <i>Garfield Ave. to 40th Ave. W.</i>	Preservation	Exempt: S-10	\$1,981,000
<b>Total:</b>				<b>\$44,714,000</b>

*Short-term Projects (2015-2019)*

Proj. No.	Project Description	Type	AQ Status	Federal Cost	State Cost	Other Cost	Total Cost
H-001-40	STEBNER RD <i>Hwy 53 to Maple Grove Rd</i>	Reconstruction	Exempt: S-10	\$1,600,000		\$900,000	\$2,500,000
H-002-40	HERMANTOWN RD <i>Stebner Rd to Engwalls Rd</i>	Preservation	Exempt: S-10			\$500,000	\$500,000
H-003-40	MALL DR <i>Haines Rd to Loberg Dr</i>	Preservation	Exempt: S-10			\$500,000	\$500,000
<b>Total:</b>							<b>\$3,500,000</b>

*Mid-term Projects (2020-2024)*

Proj. No.	Project Description	Type	AQ Status	Federal Cost	State Cost	Other Cost	Total Cost
H-005-40	STEBNER RD <i>Hermantown Rd to Maple Grove Rd</i>	Reconstruction	Exempt: S-10			\$2,900,000	\$2,900,000
H-007-40	ROSE RD <i>Midway Rd to Solway Rd</i>	Reconstruction	Exempt: S-10			\$2,320,000	\$2,320,000
<b>Total:</b>							<b>\$5,220,000</b>

*Long-term Projects (2025-2040)*

Proj. No.	Project Description	Type	AQ Status	Federal Cost	State Cost	Other Cost	Total Cost
H-009-40	HERMANTOWN RD <i>Lavaque Rd to Ugstad Rd</i>	Reconstruction	Exempt: S-10				\$3,962,000
H-010-40	ARROWHEAD RD <i>Stebner Rd to State Hwy 53</i>	Reconstruction	Exempt: S-10				\$1,981,000
H-011-40	ARROWHEAD RD <i>Ugstad Rd to Stebner Rd</i>	Reconstruction	Exempt: S-10				\$9,905,000
<b>Total:</b>							<b>\$9,905,000</b>

*Short-term Projects (2015-2019)*

Proj. No.	Project Description	Type	AQ Status	Federal Cost	State Cost	Other Cost	Total Cost
W-001-40	STH 35 (TOWER AVE) <i>Tower Fire Lane to CTH B</i>	Preservation	Exempt: S-10		\$83,000		\$83,000
W-002-40	US HWY 2 (BELKNAP ST) <i>Banks Avenue to Hill Avenue</i>	Reconstruction	Exempt: S-10	\$8,117,000	\$2,525,000	\$2,960,000	\$13,602,000
W-003-40	US HWY 53 <i>Bridge rehabilitation north of US Hwy 2 junction: B-16-0010, B-16-0011, and B-16-0012</i>	Preservation	Exempt: S-19		\$1,679,000		\$1,679,000
W-004-40	US HWY 2 (EAST 2ND ST) <i>Nemadji River to 37th Avenue E</i>	Preservation	Exempt: S-10		\$1,230,000		\$1,230,000
W-005-40	BLACK RIVER BRIDGE (STH 35) <i>Bridge rehabilitation: B-16-0085</i>	Preservation	Exempt: S-19		\$343,000		\$343,000
W-006-40	STONY BROOK CRK/NEMADJI RIVER BRIDGE (US HWY 35) <i>Replacement of box culvert and rip rap: B-16-0012</i>	Preservation	Exempt: S-19	\$1,188,000	\$297,000		\$1,485,000
<b>Total:</b>							<b>\$18,422,000</b>

*Mid-term Projects (2020-2024)*

Proj. No.	Project Description	Type	AQ Status	Federal Cost	State Cost	Other Cost	Total Cost
W-007-40	STH 13 <i>CTH B to STH 105</i>	Preservation	Exempt: S-10	\$5,011,200	\$1,252,800		\$6,264,000
W-008-40	STH 35 <i>Bridge deck sealing: B-16-0037</i>	Preservation	Exempt: S-19		\$34,800		\$34,800
W-010-40	US HWY 2 <i>Nemadji River to 37th Avenue E</i>	Preservation	Exempt: S-10		\$1,540,480		\$1,540,480
W-011-40	US HWY 2 <i>53rd Avenue to Belknap Street</i>	Reconstruction	Exempt: S-10	\$8,017,920	\$2,004,480		\$10,022,400
W-012-40	US HWY 2 <i>Belknap Street to Blatnick Bridge (I-535)</i>	Preservation	Exempt: S-10	\$2,012,600	\$503,440		\$2,516,040

**Wisconsin—WisDOT NW Region Long-Range Project List**

**Duluth-Superior Connections 2040**

W-013-40	STH 35 (TOWER AVE) <i>STH 105 to Belknap Street</i>	Preservation	Exempt: S-10		\$1,753,920		\$1,753,920
W-014-40	US HWY 2 <i>53rd Avenue to US Hwy 2</i>	Preservation	Exempt: S-10	\$1,598,480	\$399,040		\$1,997,520
<b>Total:</b>							<b>\$24,129,160</b>

*Long-term Projects (2025-2040)*

Proj. No.	Project Description	Type	AQ Status	Federal Cost	State Cost	Other Cost	Total Cost
W-015-40	STH 13 <i>Engdahl Road to US Hwy 2</i>	Preservation	Exempt: S-10				\$4,496,870
W-016-40	US HWY 2 & MOCCASIN MIKE RD <i>Intersection: grade separation, access control</i>	Reconstruction	Exempt: E-4 Exempt: E-7				\$18,225,200
<b>Total:</b>							<b>\$22,722,070</b>

*Short-term Projects (2015-2019)*

Proj. No.	Project Description	Type	AQ Status	Federal Cost	State Cost	Other Cost	Total Cost
DC-001-40	COUNTY TRUNK HWY C <i>From CTH K to CTH E</i>	Preservation	Exempt: S-10				\$800,000
DC-002-40	COUNTY TRUNK HWY W <i>From Irondale Road to STH 105</i>	Preservation	Exempt: S-10				\$1,000,000
DC-003-40	COUNTY TRUNK HWY Z <i>From CTH A to USH 2/53</i>	Reconstruction	Exempt: S-10	\$3,993,600		\$1,000,000	\$4,993,600
DC-004-40	COUNTY TRUNK HWY C <i>Bridge Rehabilitation: B-16-0047</i>	Preservation	Exempt: S-19	\$214,600		\$53,400	\$268,000
<b>Total:</b>							<b>\$7,061,600</b>

*Mid-term Projects (2020-2024)*

Proj. No.	Project Description	Type	AQ Status	Federal Cost	State Cost	Other Cost	Total Cost
DC-005-40	COUNTY TRUNK HWY D <i>From USH 2 to STH 13</i>	Reconstruction	Exempt: S-10	\$6,032,000		\$1,508,000	\$7,540,000
DC-006-40	COUNTY TRUNK HWY P <i>From USH 2 to STH 13</i>	Preservation	Exempt: S-10	\$0		\$1,856,000	\$1,856,000
DC-007-40	COUNTY TRUNK HWY U <i>From CTH UU to STH 13</i>	Preservation	Exempt: S-10	\$0		\$406,000	\$406,000
<b>Total:</b>							<b>\$9,802,000</b>

*Long-term Projects (2025-2040)*

Proj. No.	Project Description	Type	AQ Status	Federal Cost	State Cost	Other Cost	Total Cost
DC-008-40	COUNTY TRUNK HWY E <i>From CTH C to City Limits Road</i>	Reconstruction	Exempt: S-10	\$9,923,200		\$2,480,800	\$12,404,000
<b>Total:</b>							<b>\$12,404,000</b>

*Short-term Projects (2015-2019)*

Proj. No.	Project Description	Type	AQ Status	Federal Cost	State Cost	Other Cost	Total Cost
S-001-40	BELKNAP ST <i>Bong Bridge Approach to Texas Ave</i>	Preservation	Exempt: S-10				\$392,413
S-002-40	N 5TH ST <i>Hammond Ave to Catlin Ave</i>	Preservation	Exempt: S-10				\$285,037
S-003-40	E 7TH ST <i>Belknap Ave extension to 6th Ave</i>	Preservation	Exempt: S-10				\$532,701
S-004-40	E 5TH ST <i>18th Ave E to 22nd Ave E</i>	Preservation	Exempt: S-10				\$351,450
S-005-40	HENRY COHEN DR <i>N 40th St to N 46th St</i>	Preservation	Exempt: S-10				\$316,879
S-006-40	MORTORELLI DR <i>Belknap to N 21st St</i>	Reconstruction	Exempt: S-10				\$401,788
S-007-40	E 2ND ST <i>Nemadi River Bridge</i>	Preservation	Exempt: S-19				\$52,000
S-008-40	BELKNAP ST <i>Hill Ave to Banks Ave</i>	Reconstruction	Exempt: S-10				\$ 2,960,000
S-009-40	24TH AVE E <i>E 5th St to E 9th St</i>	Reconstruction	Exempt: S-10				\$265,644
S-010-40	N 28TH ST <i>Hill Ave to E 3rd Street</i>	Preservation	Exempt: S-10				\$803,000
S-011-40	BELKNAP ST SIDE STREET APPROACHES <i>Hill Avenue to Banks Avenue</i>	Reconstruction	Exempt: S-10				\$522,000
<b>Total:</b>							<b>\$ 6,882,912</b>

*Mid-term Projects (2020-2024)*

Proj. No.	Project Description	Type	AQ Status	Federal Cost	State Cost	Other Cost	Total Cost
S-010-40	TOWER AVE <i>N 28th St to N 56th St</i>	Preservation	Exempt: S-10				\$2,968,747



**Wisconsin—City of Superior Long-Range Project List**

**Duluth-Superior Connections 2040**

S-011-40	MARINA DR <i>Full Depth Reclamation and Overlay; bridge replacement</i>	Reconstruction	Exempt: S-10 Exempt: S-19				\$1,536,987
S-012-40	N 37TH ST <i>Tower Ave to John Ave</i>	Preservation	Exempt: S-10				\$180,396
S-013-40	N 58TH ST <i>Tower Ave to Hammond Ave</i>	Reconstruction	Exempt: S-10				\$403,376
S-014-40	E 5TH ST <i>24th Ave E to 31st Ave E</i>	Preservation	Exempt: S-10				\$445,037
S-015-40	E 3RD ST <i>50th Ave E to Cndy Rd E</i>	Preservation	Exempt: S-10				\$436,184
<b>Total:</b>							<b>\$5,970,729</b>

*Long-term Projects (2025-2040)*

Proj. No.	Project Description	Type	AQ Status	Federal Cost	State Cost	Other Cost	Total Cost
S-016-40	N 21ST ST <i>Viaduct Approaches</i>	Reconstruction	Exempt: S-10				\$299,682
S-017-40	HILL AVE <i>N 28th to Belknap</i>	Reconstruction	Exempt: S-10				\$2,104,171
S-018-40	N 28TH ST / 18TH AVE E <i>Hill Ave to E 2nd St</i>	Reconstruction	Exempt: S-10				\$3,338,661
S-019-40	WINTER ST <i>Catlin Ave to Oaks Ave</i>	Reconstruction	Exempt: S-10				\$1,951,533
S-020-40	WINTER ST <i>Oaks Ave to Maryland</i>	Reconstruction	Exempt: S-10				\$1,025,687
S-021-40	STINSON AVE <i>N 56th St to Hill Ave</i>	Preservation	Exempt: S-10				\$2,588,517
S-022-40	COUNTY RD E <i>E 2nd St to City Limits Rd</i>	Preservation	Exempt: S-10				\$949,173
<b>Total:</b>							<b>\$12,257,422</b>

*Short-term Projects (2015-2019)*

Proj. No.	Project Description	Type	AQ Status	Federal Cost	State Cost	Other Cost	Total Cost
DTA-001-40	MULTIMODAL TRANSIT CENTER	Construction					\$30,000,000
DTA-002-40	TRANSIT OPERATIONS: REGULAR ROUTE	Operations & Maintenance					\$47,517,668
DTA-003-40	TRANSIT OPERATIONS: PARATRANSIT	Operations & Maintenance					\$4,295,990
DTA-004-40	TRANSIT OPERATIONS: ADMINISTRATION & MAINTENANCE	Operations & Maintenance					\$23,758,032
DTA-005-40	TRANSIT CAPITAL ASSISTANCE <i>Maintenance equipment, facility rehab, technology upgrades, etc.</i>	Operations & Maintenance					\$1,273,000
DTA-006-40	BUS PURCHASE: REGULAR ROUTE <i>Fourteen diesel powered class 700 buses</i>	Vehicle Replacements					\$3,885,000
DTA-007-40	BUS PURCHASE: PARATRANSIT VEHICLES <i>Six 30-foot vehicles</i>	Vehicle Replacements					\$870,000
DTA-008-40	BUS PURCHASE: PARATRANSIT VEHICLES <i>Three vehicles smaller than 25 feet</i>	Vehicle Replacements					\$195,000
<b>Total:</b>							<b>\$111,794,690</b>

*Mid-term Projects (2020-2024)*

Proj. No.	Project Description	Type	AQ Status	Federal Cost	State Cost	Other Cost	Total Cost
DTA-009-40	TRANSIT OPERATIONS: REGULAR ROUTE	Operations & Maintenance					\$60,449,197
DTA-010-40	TRANSIT OPERATIONS: PARATRANSIT	Operations & Maintenance					\$6,264,968
DTA-011-40	TRANSIT OPERATIONS: ADMINISTRATION & MAINTENANCE	Operations & Maintenance					\$27,870,522
DTA-012-40	TRANSIT CAPITAL ASSISTANCE <i>Maintenance equipment, facility rehab, technology upgrades, etc.</i>	Operations & Maintenance					\$3,198,690
DTA-013-40	BUS PURCHASE: PARATRANSIT VEHICLES <i>Three 30-foot vehicles</i>	Vehicle Replacements					\$507,675

DTA-014-40	BUS PURCHASE: PARATRANSIT VEHICLES <i>Three vehicles smaller than 25 feet</i>	Vehicle Replacements						\$242,325
<b>Total:</b>								<b>\$98,533,377</b>

*Long-term Projects (2025-2040)*

Proj. No.	Project Description	Type	AQ Status	Federal Cost	State Cost	Other Cost	Total Cost	
DTA-015-40	TRANSIT OPERATIONS: REGULAR ROUTE	Operations & Maintenance					\$200,571,088	
DTA-016-40	TRANSIT OPERATIONS: PARATRANSIT	Operations & Maintenance					\$32,597,279	
DTA-017-40	TRANSIT OPERATIONS: ADMINISTRATION & MAINTENANCE	Operations & Maintenance					\$118,402,964	
DTA-018-40	TRANSIT CAPITAL ASSISTANCE <i>Maintenance equipment, facility rehab, technology upgrades, etc.</i>	Operations & Maintenance					\$9,534,000	
DTA-019-40	BUS PURCHASE: PARATRANSIT VEHICLES <i>Deficit for eighteen 30-foot vehicles</i>	Vehicle Replacements					\$992,000	
DTA-020-40	BUS PURCHASE: PARATRANSIT VEHICLES <i>Nine vehicles smaller than 25 feet</i>	Vehicle Replacements					\$1,008,000	
<b>Total:</b>								<b>\$363,105,332</b>

*Projects Identified as "Unfunded Needs"*

Project ID	Project	Jurisdiction	Timeframe	Estimated Cost
DTA-021-40-UF	BUS PURCHASE: REGULAR ROUTE <i>Ten diesel powered class 700 buses</i>	DTA	Short-range: 2015-2019	\$3,115,000
DTA-022-40-UF	BUS PURCHASE: REGULAR ROUTE <i>Six electric class 700 buses</i>	DTA	Short-range: 2015-2019	\$13,090,000
<b>Short-range unfunded needs:</b>				<b>\$16,205,000</b>

Project ID	Project	Jurisdiction	Timeframe	Estimated Cost
DC-004-40-UF	COUNTY TRUNK HWY C <i>Reconstruction - CTH W to STH 35</i>	Douglas County	Mid-range: 2020-2024	\$19,688,440
H-004-40-UF	HERMANTOWN/PROCTOR TRUNK LINE TRAIL <i>Construct trail - Keene Creek Park to Hermantown Schools (6.5 miles)</i>	City of Hermantown	Mid-range: 2020-2024	\$3,500,000
H-006-40-UF	UGSTAD RD <i>Resurfacing - US Hwy 53 to Maple Grove Rd</i>	City of Hermantown	Mid-range: 2020-2024	\$4,861,560
DTA-023-40-UF	BUS PURCHASE: REGULAR ROUTE <i>Thirty diesel powered class 700 buses</i>	DTA	Mid-range: 2020-2024	\$16,962,750
DTA-024-40-UF	BUS PURCHASE: PARATRANSIT VEHICLES <i>Deficit for six 30-foot vehicles</i>	DTA	Mid-range: 2020-2024	\$7,670
<b>Mid-range unfunded needs:</b>				<b>\$45,020,420</b>

**Duluth-Superior Area Long-Range Project List**

**Duluth-Superior Connections 2040**

Project ID	Project	Jurisdiction	Timeframe	Estimated Cost
W-017-40-UF	BLATNIK BRIDGE <i>Reconstruction</i>	WisDOT	Long-range: 2025-2040	\$175,000,000
DUL-034-40-UF	WASECA INDUSTRIAL ROAD <i>Construct new road from 61st Ave. W. to Grand Ave.</i>	City of Duluth	Long-range: 2025-2040	\$17,720,000
DUL-035-40-UF	6TH AVE E - Redesign / Reconstruction <i>E 4th Street to E 9th Street</i>	City of Duluth	Long-range: 2025-2040	\$5,800,000
H-011-40-UF	ARROWHEAD RD <i>Reconstruction - Ugstad Rd to Stebner Rd</i>	City of Hermantown	Long-range: 2025-2040	\$9,905,000
DTA-025-40-UF	BUS PURCHASE: REGULAR ROUTE <i>Sixty diesel powered class 700 buses</i>	DTA	Long-range: 2025-2040	\$47,040,000
DTA-026-40-UF	BUS PURCHASE: PARATRANSIT VEHICLES <i>Deficit for eighteen 30-foot vehicles</i>	DTA	Long-range: 2025-2040	\$3,429,340
DTA-027-40-UF	TRANSIT OPERATIONS: REGULAR ROUTE	DTA	Long-range: 2025-2040	\$74,944,494
<b>Long-range unfunded needs: \$ 327,895,834</b>				

**Total unfunded needs: \$ 389,121,254**

*Projects Identified as "For Study"*

Project ID	Project	Jurisdiction	Timeframe
M-015-40-FS	I-35 TUNNELS <i>Rehabilitation needs</i>	MnDOT	Long-range: 2025 to 2040
W-017-40-FS	BLATNICK BRIDGE (I-535) <i>Redesign of bridge approaches</i>	WisDOT	Long-range: 2025 to 2040
STL-022-40-FS	ROUNDABOUT - Construction <i>Intersection of Rice lake Rd &amp; Martin Rd</i>	St. Louis County	Mid-range: 2020 to 2024
DUL-036-40-FS	NLX STATION - Duluth <i>Design and construction</i>	Duluth / MnDOT	Long-range: 2025 to 2040
DUL-037-40-FS	ROUNDABOUT - Construction <i>Intersection of Junction Rd &amp; 19th Ave E</i>	City of Duluth	Mid-range: 2020 to 2024
S-025-40-FS	NLX STATION - Superior <i>Design and construction</i>	Superior / WisDOT	Long-range: 2025 to 2040
H-012-40-FS	ANSDERSON RD - Change in functional class status; reconstruct to an urban design standard <i>Haines Rd to Stebner Rd</i>	City of Hermantown	Long-range: 2025 to 2040
H-013-40-FS	GETCHELL RD - Change in functional class status; reconstruct to an urban design standard <i>Maple Grove Rd to Stebner Rd</i>	City of Hermantown	Long-range: 2025 to 2040

## OTHER PROJECT ASSESSMENTS

In addition to determining the capability of jurisdictions within the MIC area to finance the projects identified in CONNECTIONS 2040, a set of assessments were conducted to determine the potential of these projects to negatively impact area communities. These include social, environmental, and cultural impacts. Projects with potential impacts have been listed and mapped, and the MIC has contacted relevant federal, state and county agencies, as well as local stakeholder groups to both inform and consult with them about this information.

### Environmental Justice & Community Impact Assessment

Each project being planned for in *Directions 2035* underwent an environmental justice (EJ)/Community Impact assessment to determine the potential of each project to have negative impacts on human health, cultural and environmental resources, economic development.

Project assessments were done by first mapping areas with high concentrations of minorities or low-income individuals in the Duluth-Superior area. This was done by determining which census tracts within the MIC planning area have a concentration of minorities greater than the area's average and which census tracts have household incomes at or below the poverty guidelines established by the Department of Health and Human Services (HHS).

Geographic information system (GIS) software was then used to overlay the future transportation projects on top of this information. Special attention was given to those projects that involve expansion or significant alteration of the existing transportation system.

Map 5.1 on the following page shows the location of CONNECTIONS 2040 projects relative those census tracts with either a high concentration of minorities or household incomes below HHS guidelines. Due to the types and locations of the various projects, no projects stood out as having the potential for significant impact except the City of Duluth's E 6th St Reconstruction project (D-035-40 -UF) and MnDOT's "Can of Worms" reconstruction project (M-012-40) being planned beyond 2020.

As part of the MIC's LRTP outreach efforts, these projects were brought to the attention of area jurisdictions and community advocacy groups, as described in Chapter 6. No concerns were raised about these specific projects, but going forward, the MIC will

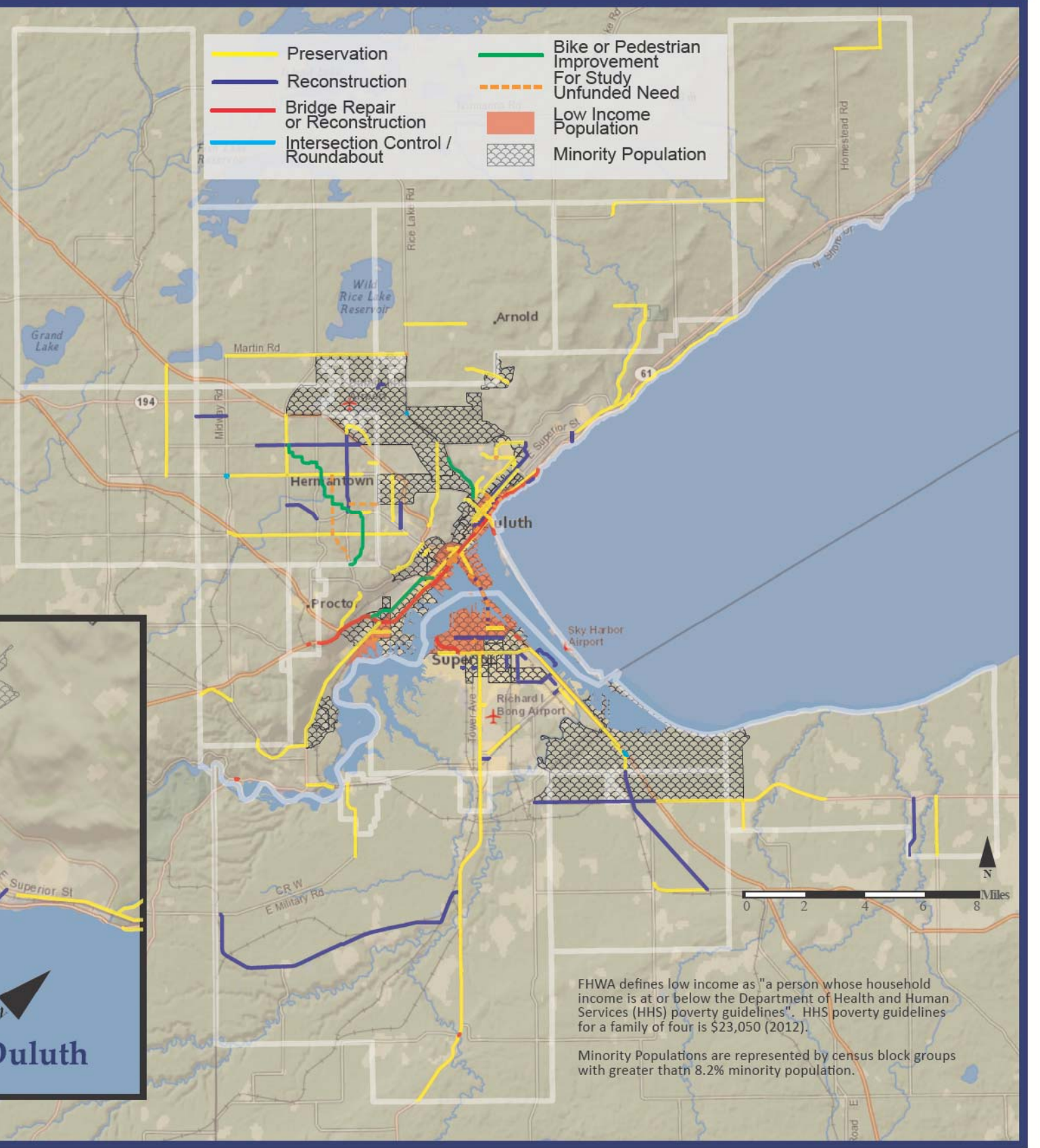
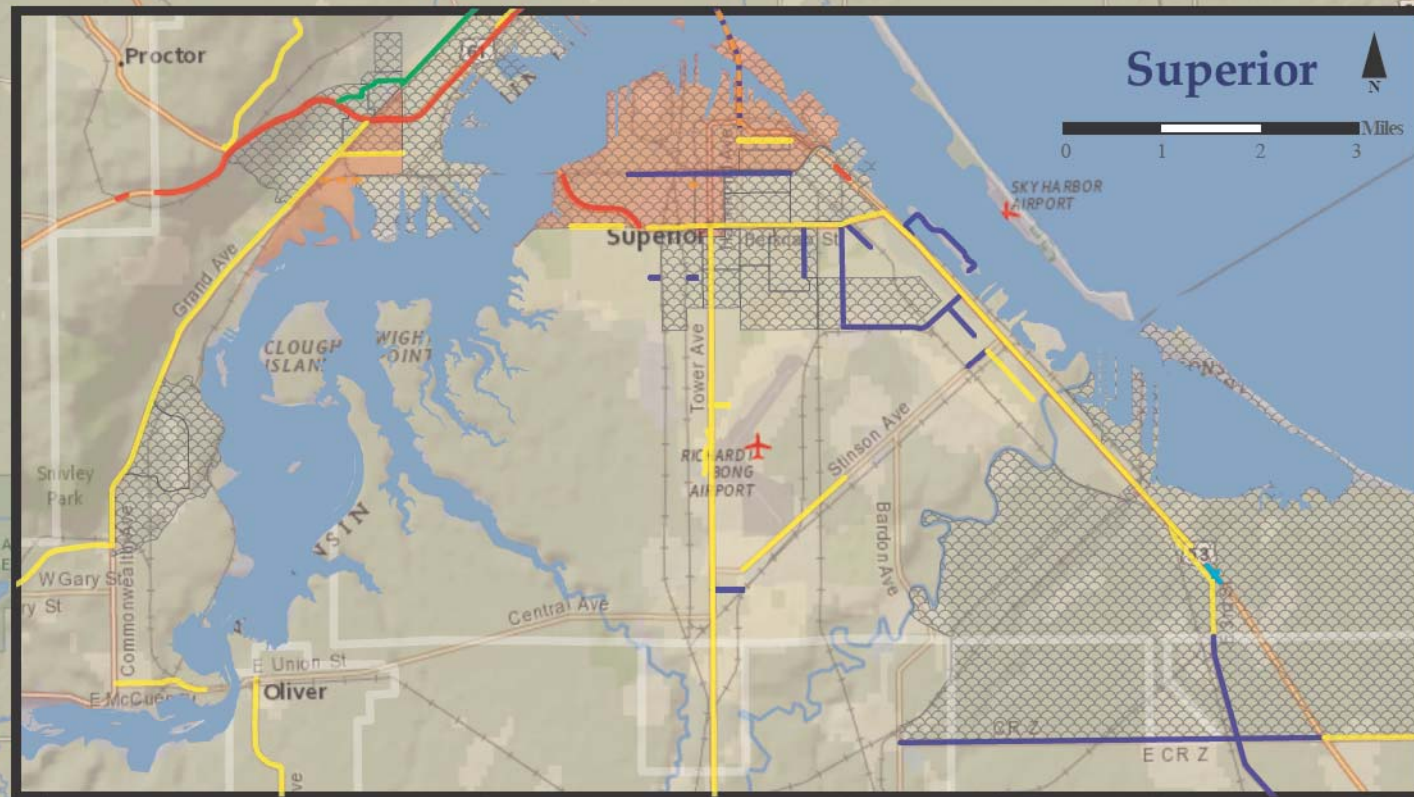
#### Environmental Justice (EJ):

The public policy goal of ensuring that low-income or minority populations do not bear disproportionately high or negative impacts as a result of the policies, programs and activities of federal agencies. It originates from Executive Order 12898 signed by President Clinton in 1994.



# Duluth - Superior

## Impact Assessment: Environmental Justice Analysis



- Preservation
- Reconstruction
- Bridge Repair or Reconstruction
- Intersection Control / Roundabout
- Bike or Pedestrian Improvement
- - - For Study Unfunded Need
- Low Income Population
- Minority Population

FHWA defines low income as "a person whose household income is at or below the Department of Health and Human Services (HHS) poverty guidelines". HHS poverty guidelines for a family of four is \$23,050 (2012).

Minority Populations are represented by census block groups with greater than 8.2% minority population.

Map 5.1



continue to discuss these projects with jurisdictions and stakeholders (see Agency consultation list, B) as ones that could have community impacts. Furthermore, these projects will be required to go through another round of assessments when it comes time for these projects to be programmed into the area TIPs.

## **Historical Preservation & Environmentally Sensitive Areas Assessment**

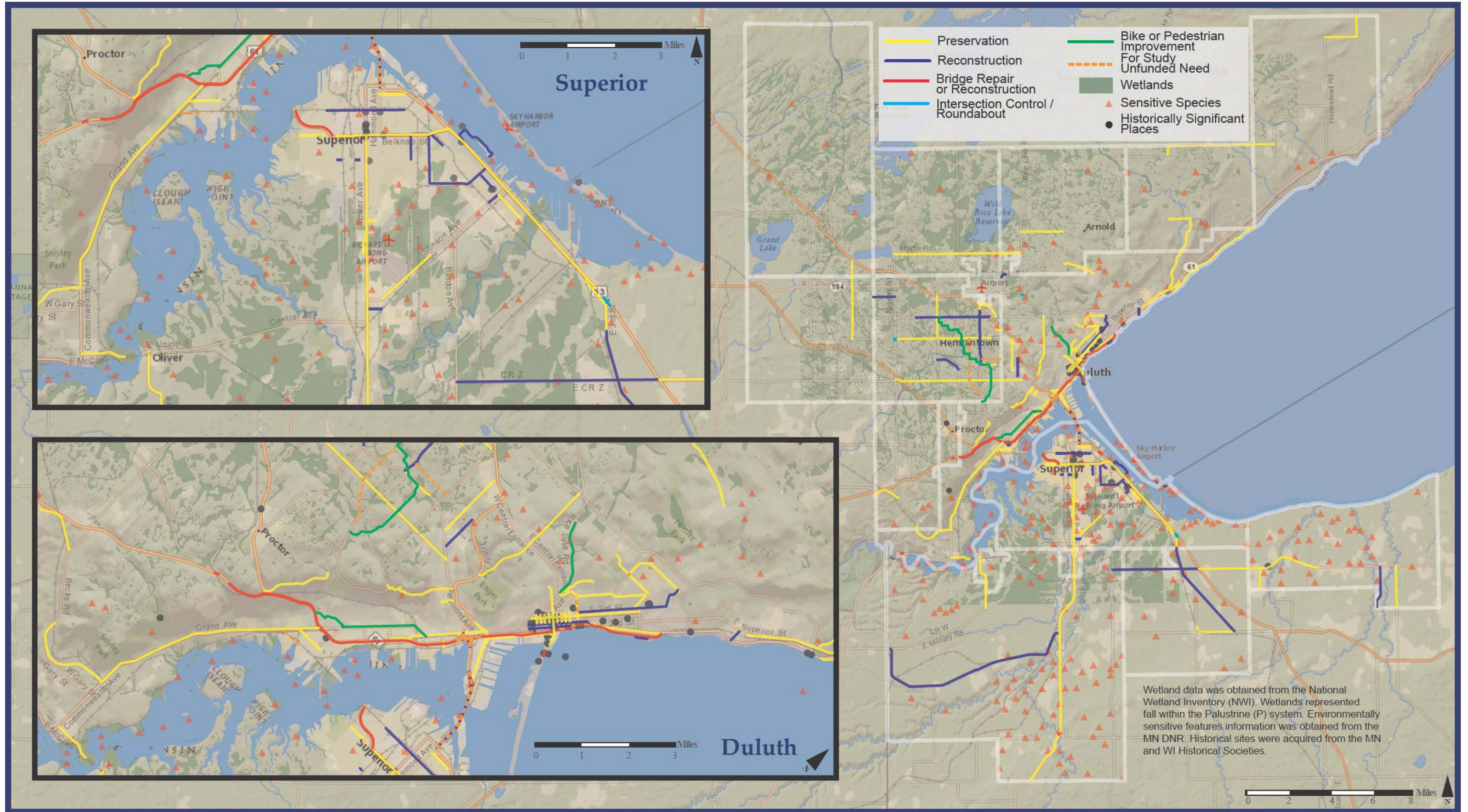
The MIC also assessed each of the projects identified in CONNECTIONS 2040 in terms of their potential impacts to environmentally sensitive areas, or areas with historically significant sites or structures. This was done using a process similar to the one used for the community impact assessment. GIS was used to determine the proximity of future projects to environmentally sensitive areas identified via data provided by the Minnesota and Wisconsin DNRs, or listed on the national, or state historical preservation registries (see Map 5.2 on the following page).

This assessment was done in preparation for the interagency consultation that is necessary to satisfy the MIC's requirements regarding the National Environmental Policy Act (NEPA). The MIC notified all relevant federal, state, local and tribal agencies about the projects it's identified as having potential impacts to historical sites or sensitive areas. Following this consultation process, no concerns have been communicated from regarding the projects identified in CONNECTIONS 2040.



# Duluth - Superior

## Impact Assessment: Environmental Sensitivity Analysis



Map 5.2