

# Duluth Area Transportation Improvement Program FY 2019-2022

Prepared by the

**Duluth-Superior**



**Metropolitan Interstate Council**

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



**To view the TIP web page**

**please visit** <https://dsmic.org/planning/transportation-improvement-program/duluth2022-1/>

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August 2018

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### *Map Disclaimer*

The information contained in the following maps is a compilation of data from various federal, state, county, regional, and municipal sources. Geographic information has limitations due to the scale, resolution, date and interpretation of the original source materials. Users should consult available data documentation (metadata) to determine limitations and the precision to which the data depicts distance, direction, location or other geographic characteristics. These maps and/or data are not legal survey documents to be used for describing land for the purpose of ownership or title.

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

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

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

### Duluth-Superior Metropolitan Interstate Council

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

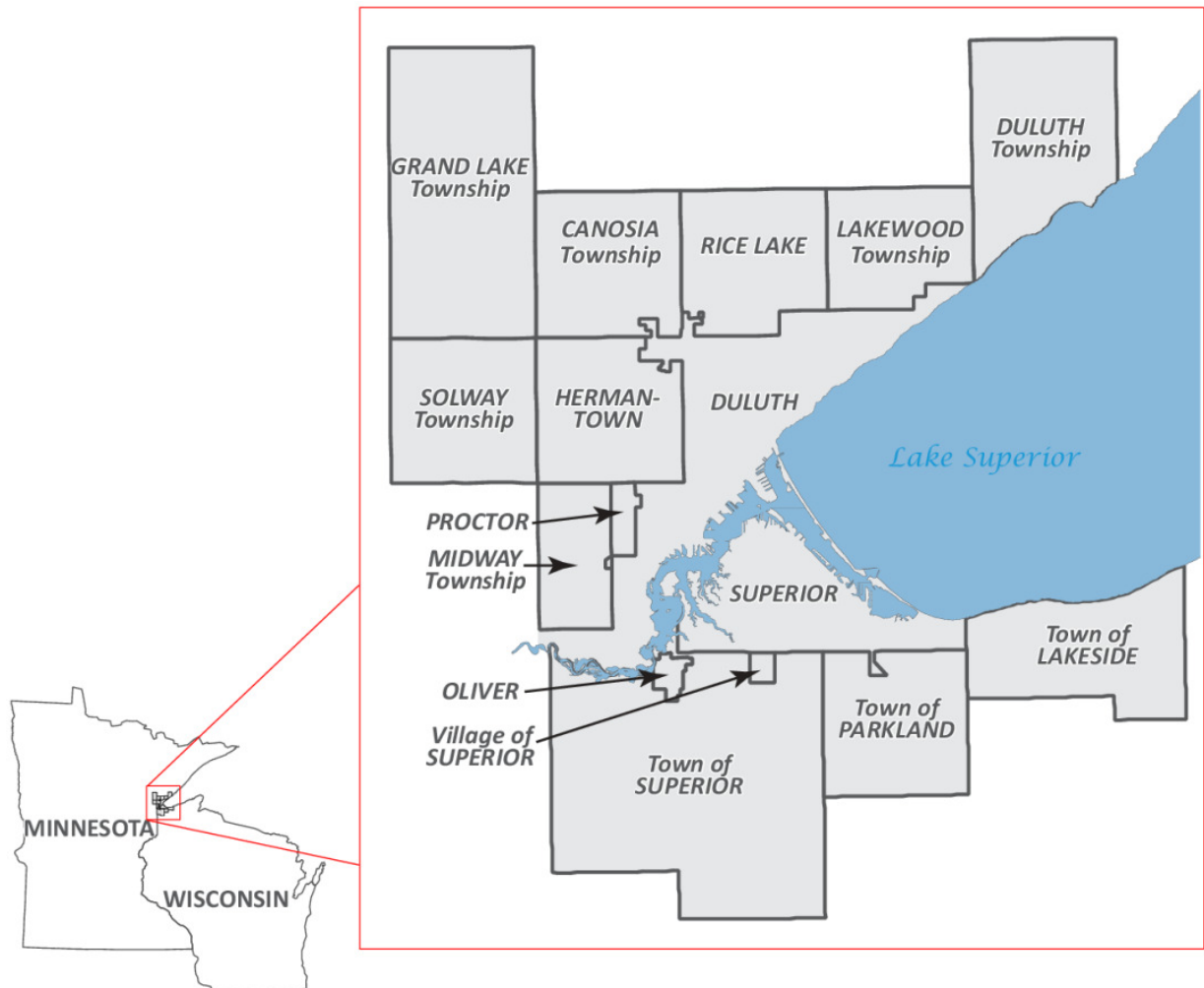
As the federally-designated Metropolitan Planning Organization (MPO), the MIC provides a 3C (comprehensive, coordinated and cooperative) planning process for all modes of transportation throughout Duluth-Superior. It consists of eighteen delegates representing the metro community. Delegates include the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

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

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

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

**Map 1: Duluth-Superior Metropolitan Planning Area**



The current federal transportation bill, *Fixing America's Surface Transportation Act* (FAST Act), includes ten planning factors that must be considered in the transportation planning process [23 CFR 450.306(b)]. The process used to select projects to be programmed through the Duluth Area TIP is based on these factors:

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

## The Transportation Improvement Program

The TIP is a federally mandated, annually prepared document that contains highway, transit, and other transportation projects that are being recommended for federal funding during the next four years in the metropolitan area. The projects included in each year's TIP ultimately come from the area's long range transportation plan (LRTP), and are aimed at meeting the long-range needs of the transportation system.

Implementing agencies, however, propose projects to the MIC on an annual basis to be coordinated into a comprehensive listing of the area's federally funded transportation improvements planned for the short range (next 4 years). These listings include information regarding cost, specific funding sources, project timing, etc. Once in the TIP, projects represent a commitment to fund those projects on the part of the implementing agency.

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

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

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

### The TIP and its connection to the Long Range Transportation Plan

As stated above, the projects in the 2019-2022 TIP originate from the Duluth-Superior long range transportation plan (LRTP). The LRTP contains a list of short-, mid-, and long-range transportation projects that are planned for the metropolitan area over the next twenty-five years.

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

### Federal Funding Sources

Projects included in the 2019-2022 Duluth Area TIP will be funded by one of the following funding categories. Funding sources are identified in the project tables (pages 9 - 12) by the acronym in parentheses after each funding name listed below.

Legislation allows MnDOT to reserve the ability to determine which of these funding categories (and how much of each) will ultimately be used to fund any given project in the TIP. As such, the amounts and types of funding shown in the project tables may be subject to modification.

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

**National Highway Performance Program (NHPP):**

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

**National Highway Freight Program (NHFP):**

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

**Surface Transportation Block Grant Program (STBGP):**

Surface Transportation Block Grant (STBGP) (formerly STP funds) provides flexible funding that may be used by States and localities for projects to preserve and improve

the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. States and localities are responsible for a 20% share of project costs funded through this program.

### **Highway Safety Improvement Program (HSIP):**

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

### **Transportation Alternatives (TA):**

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

### **Federal Transit Administration (FTA):**

Transit funding authorized by the FAST Act is managed in several ways. The largest amount is distributed to the states by formula; other program funds are discretionary. FTA transit allocations may be administered by the state or be granted directly to the transit agency. Projects identified as FTA-funded in the 2019-2022 Duluth Area TIP generally represent one of several subcategories that represent different funding programs administered by the FTA to provide either capital or operating assistance to public transit providers.

### **Early Let Late Award (ELLA)**

MnDOT's ELLA process is a tool used to manage project delivery and fluctuations in funding. This process is used on MnDOT projects only and affects both the federal and state funding targets and the State Road Construction Budget in the year of funding availability.



ELLA projects are let in one state fiscal year (July 1 to June 30) and awarded (i.e., funds actually encumbered) in the following fiscal year. The advantage of ELLAs are that it allows the project to be let and awarded in advance of funding availability so that work can begin as soon as the next SFY begins. (Source – MnDOT STIP)

### **DEMO**

HPP, Earmark, National Corridor Improvement Program, Projects of National & Regional Significance and all projects that have a Demo ID

### **Bridge Replacement Off-System (BROS)**

### **State Funds (SF)**

Funding identified as “SF” indicate that the project is being funded almost exclusively with state funds.

### **Bond Funds (BF)**

Funding identified as “BF” indicate that the project is being funded almost exclusively with bond funds.

### **Local Funds (LF):**

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

## FY 2019-2022 TIP Projects

The tables on pages 9 - 12 list all the transportation projects scheduled for federal and/or state funding in the Duluth Metro. It includes estimated project costs that have been adjusted to represent a 5% annual rate of inflation for roadway projects and 2.1% for transit related projects. The map on page 13 depicts the location of each project. The structure of the tables is as follows:

### COLUMN TITLE

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

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

**Route** – Official route name

**Roadway Name** – Common roadway name

**Estimated Length** – Estimated length of the project

**City/Township** – City or township that the project is within

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

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

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

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

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

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

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

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

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

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

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

Table 1: FY 2019

State Project ID	Agency	Route	Roadway Name	Est. Length (Miles)	City/Township	Project Type	Type of Work	Project Description	Original Program Year	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$
6941-08	MnDOT	MN 39	E McCuen St	0.90	Duluth	Road/Ped	Pavement resurface and rehabilitation	MN 39 IN DULUTH JCT MN 23 TO W. END BR# 6544 RECONSTRUCT, DRAINAGE IMPROVEMENTS, MILL & OVERLAY, ADA.	2019	STBGP<5K	\$1,440,000	\$0	\$0	\$360,000	\$0	\$1,800,000
6982-322WP1	MnDOT	I-35	Twin Ports Interchange	1.09	Duluth	Road/Bridge	BRIDGE NEW	I-35, I-535 & US 53 IN DULUTH, 0.16MI. S JCT 27TH AVE W TO JCT GARFIELD AVE. TWIN PORTS INTERCHANGE CONSTRUCTION(TPI).(ASSOC. 6980-60) (US 53 6915-136) WORK PACKAGE #1 FREIGHT PORTION	2019	NHFP	\$1,530,000	\$0	\$0	\$170,000	\$0	\$1,700,000
6982-328WP1	MnDOT	I-35	Twin Ports Interchange		Duluth	Road/Bridge	PAVEMENT RESURFACE AND REHABILITATION; CONCRETE PAVEMENT REPAIR	I-35 IN DULUTH, TWIN PORTS INTERCHANGE, LOCAL TRAFFIC MITIGATION, CPR/INTERSECTION IMPROV GARFIELD AVE & RR ST. PAVE REHAB 27TH AVE W & 46TH AV. W. RELOCATE COFFEE CREEK. WORK PACKAGE #1 FREIGHT PORTION	2019	NHFP	\$3,270,000	\$0	\$0	\$363,333	\$0	\$3,633,333
6982-328NWP1	MnDOT	I-35	Twin Ports Interchange		Duluth	Road/Bridge	PAVEMENT RESURFACE AND REHABILITATION; CONCRETE PAVEMENT REPAIR	I-35 IN DULUTH, TWIN PORTS INTERCHANGE, LOCAL TRAFFIC MITIGATION, CPR/INTERSECTION IMPROV GARFIELD AVE & RR ST. PAVE REHAB 27TH AVE W. RELOCATE COFFEE CREEK. WORK PACKAGE #1 FREIGHT PORTION	2019	NHFP	\$240,000	\$0	\$0	\$26,667	\$0	\$266,667
6982-322CM31	MnDOT	I-35	Twin Ports Interchange		Duluth	Road/Bridge	PAVEMENT RESURFACE AND REHABILITATION; Reconstruction	**17NEW** TWIN PORTS INTERCHANGE, GMGC DELIVERY COST IN FY2019	2019	BF	\$0	\$0	\$0	\$13,000,000	\$0	\$13,000,000
8821-311	MnDOT	MN 61	MN 61 Expressway		Duluth Township	Road	PAVEMENT RESURFACE AND REHABILITATION; EDGELINE RUMBLE STRIPS	US 2 CORRIDOR FR. E. LIMITS LAPRAIRE TO 6 MI. E. GAWAN & MN 61 CORRIDOR FR. HOMESTEAD RD TO 0.6 M. S. PIGEON R. INSTALL SHLD RUMBLE STRIPS VARIOUS LOCATIONS	2019	HSIP	\$255,000	\$0	\$0	\$28,333	\$0	\$283,333
6916-109	MnDOT	US 53	Miller Trunk Highway	0.34	Grand Lake Township	Road	PAVEMENT RESURFACE AND REHABILITATION	**ST. LOUIS CO. IS LEAD** US 53 SB ONLY 0.2M NORTH & SOUTH OF JCT CSAH 7 BITUMINOUS OVERLAY. (TIED TO 069-070-038)	2019	NHFP	\$80,000	\$0	\$0	\$20,000	\$0	\$100,000
8821-320	MnDOT	Various	Various	NA	Various	Road	TRAFFIC CONTROL DEVICES/SAFETY	**SEC 164 DPS** SLC IS LEAD. DISTRICTWIDE SIGNAL REVISIONS, EMERGENCY VEHICLE PREEMPTION SYSTEMS(EVP)	2019	DPS	\$600,000	\$0	\$0	\$0	\$0	\$600,000
069-070-038	St. Louis County	CSAH 7/US 53	Miller Trunk Highway		Grand Lake Township	Road	TRAFFIC CONTROL DEVICES/SAFETY; TURN LANES	D1 ST LOUIS COUNTY, JCT CSAH 7/US 53 CONSTRUCT J-TURN (tied to 6916-109)	2019	HSIP	\$350,000	\$0	\$0	\$0	\$50,000	\$400,000
069-070-032	St. Louis County	Various	Various	NA	Various	Roadway	TRAFFIC CONTROL DEVICES/SAFETY; STRIPING	D1 ST LOUIS COUNTYWIDE, VARIOUS LOCATIONS, INSTALL 6-INCH EPOXY EDGELINE STRIPES	2019	HSIP	\$117,000	\$0	\$0	\$0	\$13,000	\$130,000
069-070-037	St. Louis County	Various	Various	NA	Various	Roadway	TRAFFIC CONTROL DEVICES/SAFETY; PAVEMENT MARKINGS	D1 ST LOUIS COUNTYWIDE, VARIOUS LOCATIONS, INSTALL INTERSECTION PAVEMENT MARKING	2019	HSIP	\$243,000	\$0	\$0	\$0	\$27,000	\$270,000
069-606-025	St. Louis County	CSAH 6	Maple Grove Rd	4.37	Hermantown	Road	Pavement resurface and rehabilitation; Mill & Overlay	CSAH 6, MAPLE GROVE RD, FROM 800 FEET EAST OF CSAH 13 TO WESTERBERG RD, BIT RESURFACING AND INTERSECTION IMPROVEMENTS	2019	STBGP<5K	\$1,600,000	\$0	\$0	\$0	\$1,300,000	\$2,900,000
069-598-065	St. Louis County	CR 293	N Tischer Rd	0.01	Lakewood Township	Bridge	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	CR 293, OVER LESTER RIVER, FROM 0.4 MI S OF JCT LAVIS RD TO 0.3 MI S OF JCT LAVIS RD, REPLACE BR# 6666	2019	BROS	\$880,000	\$0	\$0	\$0	\$220,000	\$1,100,000
118-178-006	City of Duluth	MSAS 178	Decker Rd	1.40	Duluth	Road	Pavement Resurface and Rehabilitation; storm sewer	**MN134** MSAS 178 (DECKER RD) FROM PIEDMONT AVE TO MOUNTAIN SHADOW, RECONDITIONING, WATER, GAS, SANITARY STORM SEWER REPAIRS	2018	STBGP 5K-200K	\$1,221,368	\$0	\$0	\$0	\$2,505,342	\$3,726,710
118-080-063	City of Duluth	CLURE PUBLIC TERMINAL			Duluth	Port	PAVEMENT RESURFACE AND REHABILITATION	**SPFP** DULUTH PORT AUTHORITY INTERMODAL TERMINAL ON THE CLURE PUBLIC TERMINAL. EXTEND RR TRACKS, CONC PAVING, STORM WATER MANAGEMENT, FENCING, LIGHTING. PROJECT IS USING (MHFP) FEDERAL FUNDING	2019	NHFP	\$1,900,000	\$0	\$0	\$0	\$475,000	\$2,375,000
118-600-001	City of Duluth	MN 23	Grand Ave /Kayak Bay Rd	NA	Duluth	Road	TRAFFIC CONTROL DEVICES/SAFETY	**TED** MN 23/KAYAK BAY RD IN DULUTH, INTERSECTION SIGNALIZATION.	2019	SF	\$0	\$0	\$0	\$247,000	\$107,000	\$354,000
118-090-018	City of Duluth	Cross City Trail		2.42	Duluth	Bike/Ped	Trail construction	**MN146** CROSS CITY TRAIL PHASE 2, FROM IRVING PARK TO CARLTON STREET, CONSTRUCT TRAIL	2013	Demo	\$1,030,551	\$0	\$0	\$0	\$561,934	\$1,592,485
118-090-019	City of Duluth	Cross City Trail			Duluth	Bike/Ped	Trail construction	**MN 146** CROSS CITY TRAIL PHASE III, FROM DULUTH ZOO TO MUNGER TRAIL, CONSTRUCT TRAIL.	2015	Demo	\$334,400	\$0	\$0	\$0	\$200,000	\$534,400
TRF-0016-19A	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	2019	LF	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000
TRF-0016-19B	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT OPERATIONS	SECT 5307: DULUTH OPERATING ASSISTANCE	2019	FTA	\$1,000,000	\$0	\$0	\$0	\$12,860,000	\$13,860,000
TRF-0016-19C	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT (NON VEHICLE)	SECT 5307: DULUTH BUS SUPPORT EQUIPMENT FACILITY REHABILITATION	2019	FTA	\$240,000	\$0	\$0	\$0	\$60,000	\$300,000
TRF-0016-19D	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT OPERATIONS	SECT 5307: DULUTH; PREVENTIVE MAINTENANCE	2019	FTA	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
TRF-0016-19E	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT (NON VEHICLE)	SECT 5307: DULUTH CAPITAL ADMIN/MAINT FACILITY ROOF REHAB	2019	FTA	\$320,000	\$0	\$0	\$0	\$80,000	\$400,000
TRF-0016-19F	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT (NON VEHICLE)	SECT 5307: DULUTH CAPITAL BUS STOP/ STATION/ TERMINAL UPDATES	2019	FTA	\$120,000	\$0	\$0	\$0	\$30,000	\$150,000
TRF-0016-19G	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT (NON VEHICLE)	SECT 5307: DULUTH CAPITAL TECHNOLOGY UPDATES	2019	FTA	\$40,000	\$0	\$0	\$0	\$10,000	\$50,000
TRF-0016-19T	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT VEHICLE PURCHASE	DULUTH TRANSIT AUTHORITY; PURCHASE NINE (9) STANDARD 40 FT. REPLACEMENT BUSES	2019	STBGP 5K-200K	\$3,680,000	\$0	\$0	\$0	\$920,000	\$4,600,000
TRF-0016-19ZO	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT OPERATIONS	DULUTH; SFY 2019 GREATER MN NEW SERVICE EXPANSION OPERATING FUNDS (7/1/18-6/30/19)	2019	LF	\$0	\$0	\$0	\$0	\$1,794,000	\$1,794,000
TRF-0016-19ZC	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT (NON VEHICLE)	DULUTH; SFY 2019 GREATER MN NEW SERVICE EXPANSION CAPITAL FUNDS (7/1/18-6/30/19)	2019	LF	\$0	\$0	\$0	\$0	\$100,000	\$100,000
											\$21,491,319	\$0	\$0	\$14,215,333	\$22,513,276	\$58,219,928

Table 2: FY 2020

State Project ID	Agency	Route/Location	Roadway Name	Length (Miles)	City/Township	Project Type	Type of Work	Project Description	Original Program Year	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$
6981-9030L	MnDOT	I-535	I-535	0.48	Duluth	Bridge	Bridge rehabilitation	**SPP** I-535, NB & SB BETWEEN DULUTH & SUPERIOR WISCONSIN OVER ST LOUIS RIVER, BLATNIK BR# 9030, PAINTING	2019	NHPP	\$4,095,000	\$0	\$0	\$455,000	\$4,550,000	\$9,100,000
8821-319	MnDOT	Various	Various	NA	Various	Intersection Control	TRAFFIC CONTROL DEVICES/SAFETY; TRAFFIC SIGNAL REVISION	DISTRICTWIDE SAFETY IMPROVEMENTS. INSTALL COUNTDOWN TIMER PEDESTRIAN SIGNAL HEADS.	2020	HSIP	\$216,000	\$0	\$0	\$24,000	\$0	\$240,000
6982-322WP2	MnDOT	I-35	Twin Ports Interchange		Duluth	Road/Bridge	PAVEMENT RESURFACE AND REHABILITATION; Reconstruction	**17NEW** TWIN PORTS INTERCHANGE, INCLUDING 6 BRIDGES 69802, AND A-E WORK PACKAGE #2	2020	SF	\$0	\$0	\$0	\$80,000,000	\$0	\$80,000,000
6982-322CMG2	MnDOT	I-35	Twin Ports Interchange		Duluth	Road/Bridge	PAVEMENT RESURFACE AND REHABILITATION; Reconstruction	TWIN PORTS INTERCHANGE, GMGC DELIVERY COST IN FY2020	2020	SF	\$0	\$0	\$0	\$5,800,000	\$0	\$5,800,000
3805-106	MnDOT	I-35	I-35 Tunnels	3.09	Duluth	Roadway	APPURTENANCE; LIGHTING	MN 61, SAFETY IMPROVEMENTS AT SILVER CLIFF, BR#38005 & LAFAYETTE BR#38003 TUNNELS& I-35 IN DULUTH FROM JCT LAKE AVE TO 0.6 MI. S. 21ST AVE E. TUNNEL LIGHTING REVISIONS INSTALL LED LIGHTING(assoc. 6982-330).	2020	SF	\$0	\$0	\$0	\$1,900,000	\$0	\$1,900,000
069-070-033	St. Louis County	Various	Various	NA	Various	Roadway	TRAFFIC CONTROL DEVICES/SAFETY; STRIPING	D1 ST LOUIS COUNTYWIDE, VARIOUS LOCATIONS, INSTALL 6IN PAINT EDGELINE	2020	HSIP	\$63,000	\$0	\$0	\$0	\$7,000	\$70,000
069-070-035	St. Louis County	Various	Various	NA	Various	Roadway	PAVEMENT RESURFACE AND REHABILITATION; BITUMINOUS OVERLAY	D1 ST LOUIS COUNTYWIDE, VARIOUS LOCATIONS, INSTALL HIGH FRICTION SURFACE TREATMENT FOR HIGH RISK, HIGH VOLUME CURVES	2020	HSIP	\$333,000	\$0	\$0	\$0	\$37,000	\$370,000
069-070-036	St. Louis County	Various	Various	NA	Various	Roadway	PAVEMENT RESURFACE AND REHABILITATION; BITUMINOUS OVERLAY	D1 ST LOUIS COUNTYWIDE, VARIOUS LOCATIONS, INSTALL HIGH FRICTION SURFACE TREATMENT FOR HIGH RISK, LOW VOLUME CURVES	2020	HSIP	\$288,000	\$0	\$0	\$0	\$32,000	\$320,000
069-643-017	St. Louis County	CSAH 43, 11	N Tischer Rd /Lismore Rd	5.5	Lakewood Township /Duluth Township	Road	PAVEMENT RESURFACE AND REHABILITATION; MILL AND OVERLAY	CSAH 43 N. TISCHER RD TO CSAH 50. MILL, RECLAIM, BITUMINOUS RESURFACING	2021	STBGP-SK	\$1,250,000	\$0	\$0	\$0	\$1,893,825	\$3,143,825
118-126-022	Duluth	MSAS 126	3RD ST	1.60	Duluth	Road	Pavement; storm sewer, ADA	3RD ST, IN DULUTH FROM 12TH AVE E TO MESABA AVE/MN 194 MILL & OVERLAY, STORM SEWER, C&G & ADA	2020	STBGP SK-200K	\$1,110,000	\$0	\$0	\$0	\$246,250	\$1,356,250
118-090-024	Duluth	BRIGHTON BEACH		0.81	Duluth	Bike/Ped	Trail construction	IN DULUTH, BRIGHTON BEACH BLVD TO CONGDON BLVD, CONSTRUCT MULTI-USE TRAIL	2020	STBGTA SK-200K	\$300,000	\$0	\$0	\$0	\$339,292	\$639,292
TRF-0016-20A	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	2020	LF	\$0	\$0	\$0	\$0	\$1,300,000	\$1,300,000
TRF-0016-20B	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT OPERATIONS	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	2020	FTA	\$1,000,000	\$0	\$0	\$0	\$12,950,000	\$13,950,000
TRF-0016-20C	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5307: DULUTH CAPITAL BUS SUPPORT EQUIPMENT FACILITY REHABILITATION	2020	FTA	\$40,000	\$0	\$0	\$0	\$10,000	\$50,000
TRF-0016-20D	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5307: DULUTH CAPITAL BUS STOP/ STATION/ TERMINAL UPDATES	2020	FTA	\$120,000	\$0	\$0	\$0	\$30,000	\$150,000
TRF-0016-20E	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5307: DULUTH CAPITAL TECHNOLOGY UPDATES	2020	FTA	\$80,000	\$0	\$0	\$0	\$20,000	\$100,000
TRF-0016-20G	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT OPERATIONS	SECT 5307 DULUTH; PREVENTIVE MAINTENANCE	2020	FTA	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
TRS-0016-20T	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	DULUTH TRANSIT AUTHORITY; ADMIN/MAINT FACILITY ROOF REHABILITATION	2020	STBGP SK-200K	\$1,280,000	\$0	\$0	\$0	\$320,000	\$1,600,000
											\$11,175,000	\$0	\$0	\$88,179,000	\$21,735,367	\$121,089,367

Table 3: FY 2021

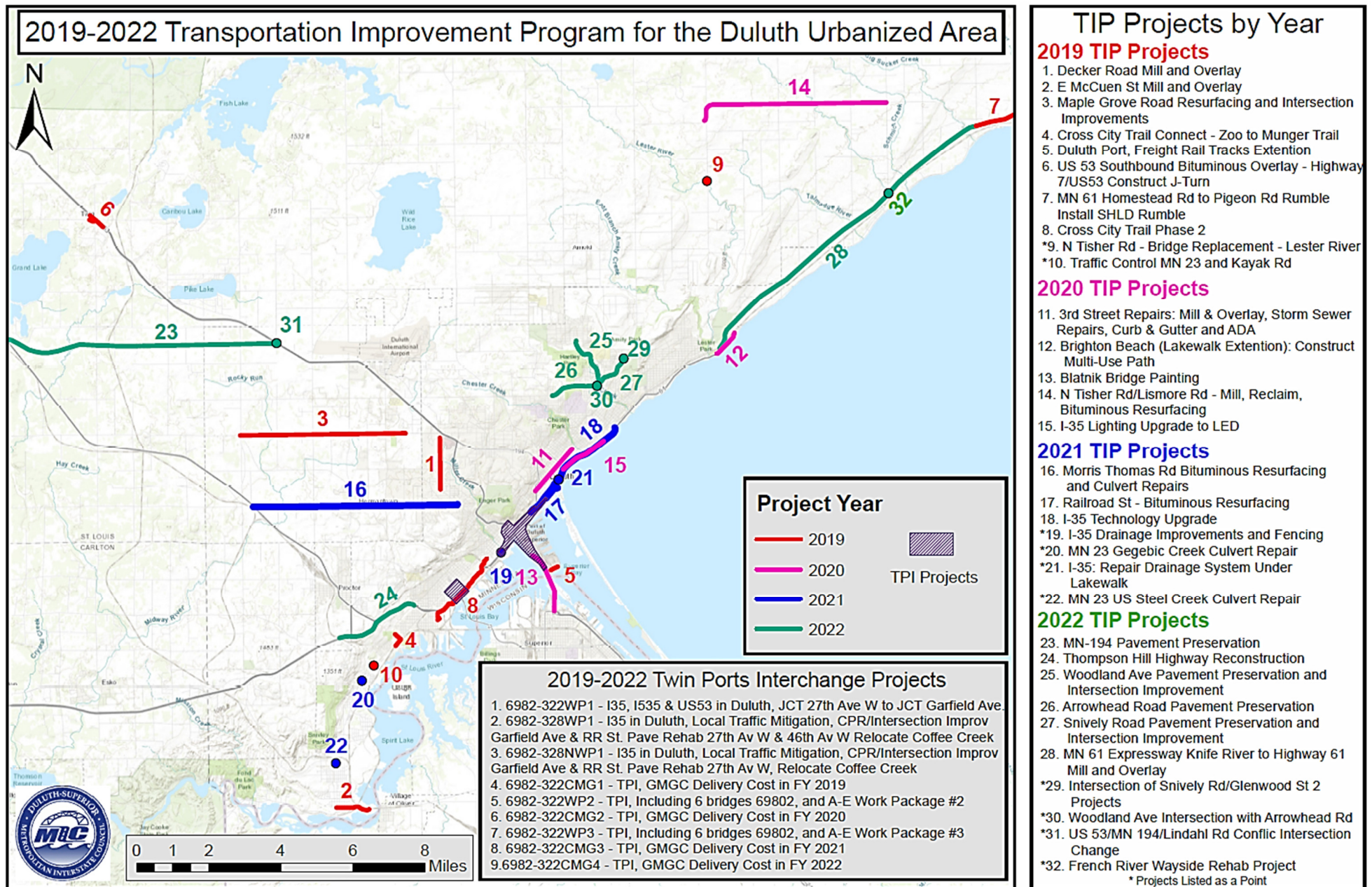
State Project ID	Agency / Route	Route	Roadway Name	Length (Miles)	City/Township	Project Type	Type of Work	Project Description	Original Program Year	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$
6982-322WP3	MnDOT	I-33	Twin Ports Interchange		Duluth	BRIDGE	PAVEMENT RESURFACE AND REHABILITATION; RECONSTRUCTION	TWIN PORTS INTERCHANGE, INCLUDING 6 BRIDGES 69802, AND A-E WORK PACKAGE #3	2021	NHPP; BF	\$29,490,000	\$0	\$0	\$140,310,000	\$0	\$169,800,000
6982-322CMG3	MnDOT	I-34	Twin Ports Interchange		Duluth	BRIDGE	PAVEMENT RESURFACE AND REHABILITATION; RECONSTRUCTION	TWIN PORTS INTERCHANGE, GMGC DELIVERY COST IN FY2021	2021	SF	\$0	\$0	\$0	\$1,700,000	\$0	\$1,700,000
6982-319	MnDOT	I-35	I-35	0.42	Duluth	DRAINAGE	Drainage and fencing improvements	IN DULUTH I-35 FROM JCT GARFIELD AVE TO JCT MN 194. DRAINAGE IMPROVEMENTS & FREEWAY FENCING.	2021	SF	\$0	\$0	\$0	\$200,000	\$0	\$200,000
6910-102	MnDOT	MN 23	MN 23 /Grand Ave	0.10	Duluth	DRAINAGE	Culvert improvements at US Steel Creek in Duluth	MN 23 IN DULUTH 0.1 MI. S. JCT CSAH 3 BECKS RD. US STEEL CREEK CULVERT REPAIR. (TIED 6910-103, 6982-324)	2021	SF	\$0	\$0	\$0	\$1,100,000	\$0	\$1,100,000
6910-103	MnDOT	MN 23	MN 23 /Grand Ave	0.11	Duluth	DRAINAGE	Culvert improvements at Gogebic Creek in Duluth	MN 23 IN DULUTH 0.16 MI. S. SPRING ST. GEGEBIC CREEK CULVERT REPAIR. (TIED 6910-102, 6982-324)	2021	SF	\$0	\$0	\$0	\$1,100,000	\$0	\$1,100,000
6982-324	MnDOT	I-35	I-35	0.10	Duluth	DRAINAGE	Drainage System improvement at Lakewalk in Duluth	I-35 IN DULUTH 0.2 MI. N. JCT LAKE AVE. REPAIR DRAINAGE SYSTEM UNDER LAKEWALK TO OUTLET AT LAKE SUPERIOR. (TIED 6910-102, 6910-103)	2021	SF	\$0	\$0	\$0	\$1,100,000	\$0	\$1,100,000
6982-327	MnDOT	I-35	I-35	3.35	Duluth	ITS	Upgrade fiber optic cable and traffic cameras in Duluth.	**ITS**I-35 IN DULUTH FROM JCT MESABA AVE TO JCT LONDON RD/26TH AVE E. EXTEND FIBER OPTIC CABLE AND ADD ADDITIONAL TRAFFIC CAMERAS.	2021	NHPP	\$382,500	\$0	\$0	\$42,500	\$0	\$425,000
069-656-018	St. Louis County	CSAH 56	Morris Thomas Rd	5.70	Hermantown /Duluth	Road	Pavement resurface and rehabilitation; MILL AND OVERLAY; CULVERT REPLACEMENT	CSAH 56, MORRIS THOMAS RD, IN HERMANTOWN AT JCT US 2 TO JCT PIEDMONT AVE IN DULUTH BITUMINOUS RESURFACING, CULVERTS	2020	STBGP 5K-200K	\$1,285,000	\$0	\$0	\$0	\$965,000	\$2,250,000
088-070-067	St. Louis County	Various	Various	NA	Various	Road	TRAFFIC CONTROL DEVICES/SAFETY	D1 MULTI-COUNTY VARIOUS LOCATIONS. INSTALL 6 INCH WET REFLECTIVE EDGELINE STRIPING. (TIED 009-070-008, 031-070-008, 069-070-041)	2021	HSIP	\$700,000	\$0	\$0	\$0	\$78,000	\$778,000
118-118-005	Duluth	MSAS 118	Railroad St	0.44	Duluth	Road	Resurface roadway in the City of Duluth	MSAS 118 RAILROAD ST IN DULUTH FR. 5TH AVE W. TO CANAL PARK DRIVE. BITUMINOUS RESURFACING, STORM SEWER, CURB & GUTTER, SIDEWALKS	2021	STBGP<5K	\$1,285,000	\$0	\$0	\$0	\$432,150	\$1,717,150
TRF-0016-21E	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	2021	LF	\$0	\$0	\$0	\$0	\$1,400,000	\$1,400,000
TRF-0016-21	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT OPERATIONS	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	2021	FTA	\$1,000,000	\$0	\$0	\$0	\$13,040,000	\$14,040,000
TRF-0016-21A	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT (NON VEHICLE)	SECT 5307: DULUTH CAPITAL BUS STOP/ STATION/ TERMINAL UPDATES	2021	FTA	\$40,000	\$0	\$0	\$0	\$10,000	\$50,000
TRF-0016-21C	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT (NON VEHICLE)	SECT 5307: DULUTH TRANSIT AUTHORITY; TECHNOLOGY UPDATES	2021	FTA	\$80,000	\$0	\$0	\$0	\$20,000	\$100,000
TRF-0016-21D	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT (NON VEHICLE)	SECT 5307: DULUTH TRANSIT AUTHORITY; FUEL TANK REPLACEMENT	2021	FTA	\$560,000	\$0	\$0	\$0	\$140,000	\$700,000
TRF-0016-21F	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT OPERATIONS	SECT 5307: DULUTH; PREVENTIVE MAINTENANCE	2021	FTA	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
TRS-0016-21T	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT VEHICLE PURCHASE	DULUTH TRANSIT AUTHORITY; PURCHASE NINE (9) STANDARD 40 FT. REPLACEMENT BUSES	2021	STBGP 5K-200K / FHWA	\$3,756,000	\$0	\$0	\$0	\$939,000	\$4,695,000
TRS-0016-21G	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT (NON VEHICLE)	SECT 5307: DULUTH TRANSIT AUTHORITY; BUS SUPPORT EQUIPMENT/FACILITY REHABILITATION	2021	FTA	\$80,000	\$0	\$0	\$0	\$20,000	\$100,000
											\$39,658,500	\$0	\$0	\$145,552,500	\$17,044,150	\$202,255,150

Table 4: FY 2022

State Project ID	Agency / Route	Route	Roadway Name	Length (Miles)	City/Township	Project Type	Type of Work	Project Description	Original Program Year	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$
6982-322CMG4	MnDOT	I 35	Twin Ports Interchange		Duluth	Roadway	PAVEMENT RESURFACE AND REHABILITATION	TWIN PORTS INTERCHANGE, GMGC DELIVERY COST IN FY2022	2022	SF	\$0	\$0	\$0	\$1,700,000	\$0	\$1,700,000
6932-14	MnDOT	MN 194	MN 194	7.64	Solway Township /Hermantown	Roadway	PAVEMENT RESURFACE AND REHABILITATION; RECONSTRUCTION	MN 194 JCT US 2 TO W. JCT US 53. MILL & OVERLAY, CONSTRUCT ROUNDABOUT AT CSAH 13/MIDWAY RD. & CONSTRUCT REDUCED CONFLICT INTERSECTION JCT US53/MN194/LINDAHL RD.(ASSOC. 6916-113)	2022	NHPP	\$3,160,000	\$0	\$0	\$790,000	\$0	\$3,950,000
6916-113	MnDOT	US 53	Miller Trunk Highway	0.01	Hermantown	Roadway	TRAFFIC CONTROL DEVICES/SAFETY	JCT US53/MN194/LINDAHL RD CONSTRUCT REDUCED CONFLICT INTERSECTION (ASSOC.6932-14)	2022	HSIP	\$675,000	\$0	\$0	\$75,000	\$0	\$750,000
3804-61	MnDOT	MN 61	MN 61 Expressway	6.81	Duluth Township	Roadway	PAVEMENT RESURFACE AND REHABILITATION	**ELLA**SP**MN 61 EXPRESSWAY NB&SB FROM 0.1 MI. S. KNIFE RIVER TO 0.2 MI. S CSAH 61, SCENIC DR., MILL & OVERLAY. (ASSOC.6926-55)	2022	NHPP	\$4,400,000	\$0	\$0	\$1,100,000	\$0	\$5,500,000
6982-318	MnDOT	I 35	I 35	2.69	Proctor /Duluth	Roadway	PAVEMENT RESURFACE AND REHABILITATION	**SP**I 35, IN PROCTOR AT THOMPSON HILL, FROM 0.51 SO. BOUNDARY AVE. TO N END BRIDGE NO. 69879 OVER MN 23, RECONSTRUCT PAVEMENT.	2022	NHPP	\$11,700,000	\$0	\$0	\$1,300,000	\$0	\$13,000,000
069-070-043	St. Louis County	Various	Various	NA	Various	Roadway	TRAFFIC CONTROL DEVICES/SAFETY; PAVEMENT MARKINGS	ST LOUIS COUNTYWIDE SAFETY IMPROVEMENTS. 6" EDGELINES	2022	HSIP	\$63,000	\$0	\$0	\$0	\$7,000	\$70,000
069-637-025	St. Louis County	CSAH 37	Snively Rd	1.03	Duluth	Roadway	TRAFFIC CONTROL DEVICES/SAFETY/PAVEMENT RESURFACE AND REHABILITATION	CSAH 37 FROM WOODLAND AVE TO GLENWOOD AVE IN DULUTH, ROUNDABOUT, BIT MILL & OVERLAY	2022	STBGP 5K-200K	\$690,000	\$0	\$0	\$0	\$360,000	\$1,050,000
069-609-047	St. Louis County	CSAH 9	Woodland Ave	1.56	Duluth	Roadway	PAVEMENT RESURFACE AND REHABILITATION	CSAH 9 FROM ANOKA ST TO ARROWHEAD RD IN DULUTH, BIT MILL & OVERLAY	2022	STBGP 5K-200K	\$650,000	\$0	\$0	\$0	\$568,750	\$1,218,750
069-060-002	St. Louis County		French River Wayside				BIKE/PED	FRENCH RIVER WAYSIDE REHABILITATION PROJECT	2022	STBGTAP<5K	\$480,000	\$0	\$0	\$0	\$120,000	\$600,000
118-163-004	Duluth	SNIVELY RD- GLENWOOD ST	SNIVELY RD- GLENWOOD ST	0.20	Duluth	Roadway/Ped	TRAFFIC CONTROL DEVICES/SAFETY	IN DULUTH, RECONSTRUCTION, ROUNDABOUT, CURB & GUTTER CONC SIDEWALK FROM 500 FT W JCT OF SNIVELY RD- GLENWOOD ST TO JCT SNIVELY RD- GLENWOOD ST	2022	STBGP 5K-200K	\$300,000	\$0	\$0	\$0	\$75,000	\$375,000
118-157-023	Duluth	WOODLAND AVE - Arrowhead Rd	WOODLAND AVE - Arrowhead Rd	0.07	Duluth	Roadway/Ped	PED/TRAFFIC CONTROL DEVICES/SAFETY	WOODLAND AVE FROM 200 FT SOUTH OF ARROWHEAD RD TO ARROWHEAD RD IN DULUTH, CONC SIDEWALK, CURB RAMPS, TRAFFIC SIGNAL INSTALLATION	2022	STBGP 5K-200K	\$75,000	\$0	\$0	\$0	\$18,750	\$93,750
118-162-016	Duluth	GLENWOOD ST	GLENWOOD ST - Snively Rd	0.21	Duluth	Roadway/Ped	TRAFFIC CONTROL DEVICES/SAFETY/PAVEMENT RESURFACE AND REHABILITATION	GLENWOOD ST FROM 500 FT EAST OF JCT SNIVELY RD/ GLENWOOD ST, TO JCT SNIVELY RD/ GLENWOOD ST, RECONSTRUCTION, ROUNDABOUT, CONC SIDEWALK, AGG BASE, BIT BASE, CURB & GUTTER	2022	STBGP 5K-200K	\$300,000	\$0	\$0	\$0	\$75,000	\$375,000
118-160-024	Duluth	ARROWHEAD RD	ARROWHEAD RD	1.31	Duluth	Roadway/Ped	PAVEMENT RESURFACE AND REHABILITATION/PED	ARROWHEAD RD FROM DODGE AVE TO WOODLAND AVE IN DULUTH, BIT MILL & OVERLAY, CURB & GUTTER, CONC SIDEWALK, TRAFFIC CONTROL, CURB RAMPS, TRAFFIC SIGNAL REVISION & INSTALLATION	2022	STBGP 5K-200K	\$665,000	\$0	\$0	\$0	\$260,000	\$925,000
TRF-0016-22A	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	2022	LF	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
TRF-0016-22B	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT OPERATIONS	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	2022	FTA	\$1,000,000	\$0	\$0	\$0	\$13,130,000	\$14,130,000
TRF-0016-22C	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT OPERATIONS	SECT 5307: DULUTH; PREVENTIVE MAINTENANCE	2022	FTA	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
TRS-0016-22T	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT VEHICLE PURCHASE	DULUTH TRANSIT AUTHORITY; PURCHASE THREE (3) STANDARD 40 FT REPLACEMENT BUSES	2022	STBGP 5K-200K	\$1,320,000	\$0	\$0	\$0	\$330,000	\$1,650,000
TRF-0016-22D	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT (NON VEHICLE)	SECT 5307: DULUTH CAPITAL BUS SUPPORT EQUIPMENT/FACILITY REHABILITATION	2022	FTA	\$40,000	\$0	\$0	\$0	\$10,000	\$50,000
TRF-0016-22E	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT (NON VEHICLE)	SECT 5307: DULUTH CAPITAL BUS STOP/STATION/TERMINAL UPDATES	2022	FTA	\$40,000	\$0	\$0	\$0	\$10,000	\$50,000
TRF-0016-22F	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT (NON VEHICLE)	SECT 5307: DULUTH CAPITAL TECHNOLOGY UPDATES	2022	FTA	\$40,000	\$0	\$0	\$0	\$10,000	\$50,000
TRF-0016-22G	Duluth Transit Authority	NA	NA	NA	NA	Transit	TRANSIT GRANT CAPITAL IMPROVEMENT (NON VEHICLE)	SECT 5307: DULUTH TRANSIT AUTHORITY; ADMIN/MAINT FACILITY ROOF REHABILITATION	2022	FTA	\$240,000	\$0	\$0	\$0	\$60,000	\$300,000
											\$26,838,000	\$0	\$0	\$4,965,000	\$16,534,500	\$48,337,500



Map 2: Location of 2019-2022 TIP Projects



## Project Selection

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

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

### Northeast Minnesota Area Transportation Partnership

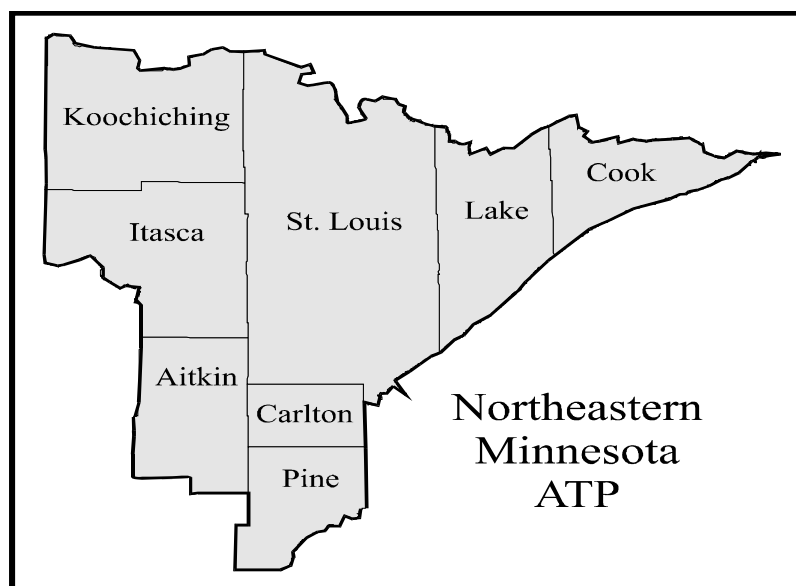
The State of Minnesota uses a mechanism called the Area Transportation Partnership (ATP) for distributing federal transportation funds throughout the state. The Duluth Metropolitan Area is served by the NE MN ATP, which is made up of transportation professionals and representatives from an eight-county area (Aitkin, Carlton, Cook, Itasca, Koochiching, Lake, Pine, Saint Louis) (Figure 1, page 15). Like the MIC, the purpose of the NE MN ATP is to prioritize projects in the larger region for receiving federal funding. This priority list is combined with priority lists from other ATPs around the state that ultimately make up the STIP.

In 2018, the ARDC's Arrowhead Region Transportation Advisory Committee (ARTAC) merged with the NEMNATP to create one organization addressing regional transportation topics. Under the new NE MN ATP structure, there are representatives from: eight individual counties; tribal communities; transit; modes; US Forest Service; DNR; MnDOT; and the MIC.

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



NE MN ATP. After ATP review and approval, the Draft ATIP is sent to MnDOT Central Office for compilation of the Draft STIP. The Draft STIP is again reviewed and potentially revised by the ATP. During this review period, the general public has the opportunity to comment on the ATIP. After all reviews are complete, the ATIP is submitted to MnDOT for inclusion in the final STIP.



**Figure 1:**  
**Membership Counties of**  
**the NE MN ATP**

## Eligibility for Roadway and Transit Projects

Federal funds are eligible to be spent on any road functionally classified as urban roads - minor collector and above; rural roads - major collector and above. FAST Act provides funding for roadway projects through Federal Highway Administration (FHWA) funding programs and transit projects through Federal Transit Administration (FTA) funding programs. FHWA-funded projects can be maintenance-, expansion-, safety-, or operations-related, as well as enhancement-related (bike & pedestrian improvements, scenic byways, etc.). Planning, technology and various other intermodal projects (ports, airports, etc.) are also eligible for FHWA funds. A portion of Surface Transportation Block Grant (STBG) funding can also be “flexed” for transit improvements, which the NE MN ATP has agreed to do in some years to assist regional transit operators in maintaining the average age of their vehicle fleets. In recent years MnDOT Central Office has been awarding FHWA funds towards transit improvements, but the future of that arrangement is uncertain. If that ends, funding would come back to the ATP.

## Project Selection Process for the Duluth Area TIP

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

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

### *Project Evaluation and Prioritization*

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

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

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

**Table 5: TIP Project Scoring Criteria**

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

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

### *Projects funded through Transportation Alternatives*

Funding eligibility for the Transportation Alternatives program (TA) (more on this on page 6) includes the former Transportation Enhancements eligible projects, Recreational Trails, and Safe Routes to School programs. Construction, planning, and design for these types of projects are all eligible activities under TA, as well as projects related to environmental mitigation, or the maintenance and preservation of historic transportation facilities. Similar to STBG funds, TA funds are allocated to the State DOT and then sub-allocated to the local level. The NE MN ATP has developed a biennial application process and TA task force made up of elected officials and transportation professionals that is facilitated by the Arrowhead Regional Development Commission (ARDC). The selected TA projects are subject to the approval of the NE MN ATP, but any selected TA projects that are located within the MIC area are automatically included in the Duluth Area TIP.

## Performance Measures & Asset Management

MAP-21 and FAST ACT requires incorporation of Performance-Based Planning and Programming (PBPP) in the development of the Metropolitan Planning Organization (MPO) Long-Range Transportation Plans (LRTP) and Transportation Improvement Plans (TIP). The Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Final Rule further defined the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the 23 CFR 490 performance measures targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets (23 CFR 450.326(d)).

The Duluth-Superior Metropolitan Interstate Council will utilize its planning and programming of projects to contribute to the accomplishments of statewide performance targets and the DTA transit asset management targets. The approach at this time is to adopt and contribute toward the statewide targets for safety, pavement, bridge, reliability, and freight that MnDOT adopts. This approach seemed the most appropriate at this time as setting targets for the Duluth-Superior MPO would be difficult and burdensome. With limited staff and resources, MPO level performance planning and measurements would be difficult. It is unknown at this time how much time staff will be working on Performance-Based Planning and Programming. As our understanding of Performance-Based Planning becomes clearer, the Duluth-Superior MIC may decide at a later time to set its own targets. The Duluth Transit Authority (DTA) has decided to do its own transit asset management plan and target setting, instead of using MnDOT targets. The MIC will be adopting the targets set by the DTA. MIC performance-based planning information can be found at <http://dsmic.org/study/performance-measures/>.

### **23 USC 150: National performance measure goals are:**

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment

- **Reduced Project Delivery Delays** -To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices <https://www.fhwa.dot.gov/tpm/about/goals.cfm>

**MAP-21/Fast Act Performance Measures as established in 49 USC 625 and 23 CFR 490 are:**

- **Transit**
  - Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
  - Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.
  - Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
  - Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.
- **Safety**
  - Number of fatalities
  - Fatalities per 100 million vehicle miles traveled
  - Number of serious injuries
  - Serious injuries per 100 million vehicle miles traveled
  - Number of non-motorized fatalities and non-motorized serious injuries
- **Infrastructure**
  - Percentage of pavements of the Interstate System in Good condition
  - Percentage of pavements of the Interstate System in Poor condition
  - Percentage of pavements of the non-Interstate NHS in Good condition
  - Percentage of pavements of the non-Interstate NHS in Poor condition
  - Percentage of NHS bridges classified as in Good condition
  - Percentage of NHS bridges classified as in Poor condition
- **System Performance on NHS**
  - Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate that are reliable
  - Non-Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the non-Interstate NHS that are reliable
- **Freight Movement**
  - Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index
- ~~**CMAQ Congestion Reduction (as applicable)**~~
  - ~~○ Peak Hour Excessive Delay (PHED) Measure: Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita~~
  - ~~○ Non Single Occupancy Vehicle Travel (SOV) Measure: Percent of Non Single Occupancy Vehicle (SOV) Travel~~
  - ~~○ Emissions Measure: Total Emission Reductions~~

## Approved Targets for Performance Measures and Asset Management by the MIC Policy Board

### *PM 1 – Safety*

For the Minnesota portion of the MIC area, the MIC Board passed Resolution #18-02 on January 17, 2018, adopting the MnDOT Highway Safety Improvement Program (HSIP) Performance Measure Targets for 2018 as follows:

Measure	2018 Target
Number of Traffic Fatalities	375
Rate of Traffic Fatalities	0.62 per 100 million VMT ( <i>Vehicle Miles Traveled</i> )
Number of Serious Injuries	1935
Rate of Serious Injuries	3.19 per 100 million VMT ( <i>Vehicle Miles Traveled</i> )
Number of Non-Motorized Fatalities & Serious Injuries	348

For the Minnesota portion of the MIC area, the MIC Board passed Resolution #18-xx on September 19, 2018, adopting the MnDOT Highway Safety Improvement Program (HSIP) Performance Measure Targets for 2019 as follows:

Measure	2019 Target
Number of Traffic Fatalities	372.2
Rate of Traffic Fatalities	0.622 per 100 million VMT ( <i>Vehicle Miles Traveled</i> )
Number of Serious Injuries	1711
Rate of Serious Injuries	2.854/100 Million VMT ( <i>Vehicle Miles Traveled</i> )
Number of Non-Motorized Fatalities & Serious Injuries	267.5

### *PM 2 – NHS Pavement and Bridge Condition*

For the Minnesota portion of the MIC area, the MIC Board passed Resolution #18-13 on June 20, 2018, adopting the NHS Pavement and Bridge Condition Performance Targets as follows:

Measure	2-Year Target	4-Year Target
Percent of NHS* Bridges in Good Condition	50%	50%
Percent of NHS Bridges in Poor Condition	4%	4%
Percent of Interstate Pavement in Good Condition	N/A	55%
Percent of Interstate Pavement in Poor Condition	N/A	2%
Percent of Non-Interstate NHS Pavement in Good Condition	50%	50%
Percent of Non-Interstate NHS Pavement in Poor Condition	4%	4%

\*NHS = National Highway System

### *PM 3 – NHS Performance and Freight Movement on the Interstate System*

For the Minnesota portion of the MIC area, the MIC Board passed Resolution #18-14 on June 20, 2018, adopting the NHS Performance and Freight Movement on the Interstate System Targets as follows:

Measure	2-Year Target	4-Year Target
Percent of Reliable Person Miles on the Interstate	80%	80%
Percent of Reliable Person Miles Reliable on the Non-Interstate NHS	N/A	75%
Truck Travel Time Reliability Index	1.5	1.5

\*NHS = National Highway System

### ***Transit Asset Management Targets***

The MIC Board passed Resolution #18-xx on September 19, 2018, adopting the DTA's Transit Asset Management Targets as follows:

Asset	4-Year Target
Rolling Stock	<10% of active Fixed Route vehicles and <20% of Paratransit vehicles have reached their useful life.
Equipment	<35% of equipment (i.e. service vehicles) have reached their useful life.
Parking/Pedestrian Facility	<10% of parking/pedestrian facilities have a condition rating below 3 based on FTA's TERM scale.
Administrative/Maintenance Facility	<20% of facility elements within the Administrative & Maintenance Facility have a condition rating below 3.

### **MPO's Performance-Based Planning and Programming processes**

Federal performance-based planning requirements direct metropolitan planning organizations to establish performance measures for safety, pavement, bridge, reliability, freight, CMAQ, and transit asset management. The intent of these provisions is to demonstrate how federally-funded investments are helping to meet national, state and local transportation performance targets. The Long Range Transportation Plan (LRTP) will provide the overall long-term objectives for guidance to help the MPO annually set performance measures and future projects to positively influence these measures. More information on the LRTP can be found at -

<http://dsmic.org/planning/long-range/>. The MIC's Transportation Improvement Program (TIP) project solicitation and projects within the TIP will work to deliver efforts in meeting the adopted performance-based measures. The TIP project selection process has established TIP project scoring criteria that awards points to projects that incorporate the MIC's LRTP and other planning studies. TIP project scoring criteria are shown on page 17. In recent years, the MIC has not scored projects due to smaller federal funding amounts and lack of competition between projects. The MIC plans to revamp the TIP solicitation and scoring process as part of the LRTP update. MIC performance-based planning information can be found at <http://dsmic.org/study/performance-measures/>.



### **Anticipated effect of investments towards established performance measures**

Jurisdictional entities will analyze the adopted performance-based measures during consideration of project development. This review will enable engineers and local planning staff opportunities to determine how different aspects of project scoping and development scenarios may positively or negatively impact performance measures locally.

#### *PM 1 – Safety*

The 2019-2022 Duluth Area TIP projects are anticipated to overall contribute positively to the statewide safety performance targets. Projects in the TIP include safety improvements for all modes by reducing known conflicts, adding new bicycle and pedestrian infrastructure, improving technology for advanced warnings on the interstate, and more. Additional data and resources, if available, would help the MPO and its partnering jurisdictions better achieve performance targets. For more information on statewide reporting, visit:

<https://www.fhwa.dot.gov/tpm/reporting/state/safety.cfm?state=Minnesota> . Key projects positively contributing to safety include:

- Twin Ports Interchange reconstruction is expected to improve many of the blind merges associated with the current configuration. Placing exit ramps on the right will improve exit ramp consistency.
- 6982-331 – Improvements to the Lake Avenue crossing over I-35 is expected to improve pedestrian safety, which has been a concern as people cross between Downtown and Canal Park business districts.
- St. Louis County and MnDOT were awarded HSIP funding for projects that will be improving safety through countdown pedestrian timers, striping, pavement markings, and intersection improvements.

Projects with uncertain safety outcomes

- A few roundabout projects have been added into this TIP. Roundabouts in general have proven to be significantly safer for automobiles at intersections. However, data has been inconclusive about safety impacts for pedestrians and bicyclists. We hope to see designs where multimodal safety is incorporated.




#### *PM 2 – NHS Pavement and Bridge Condition*

The 2019-2022 Duluth Area TIP projects are anticipated to contribute positively to the overall statewide performance targets for NHS Pavement and Bridge Condition. An example of projects that will contribute to PM2 is the reconstruction of the Twin Ports Interchange(TPI). The TPI consists of 33 bridges, 16 of which are weight



restricted, that are from the 1960's. PM2 targets only apply to MnDOT within the MIC area. Due to lack of capacity at this time for the MIC to do a full analysis of MIC area contributions towards the targets, we will call out data presented by MnDOT District 1 and their projected performance towards the targets published in the 10-year Capital Highway Investment Plan. The MIC is a smaller portion within the MnDOT District 1 boundaries. MnDOT District 1 is projecting that by 2022 pavement conditions on the Interstate and Non-Interstate NHS will fall below the statewide target.

STATEWIDE PLAN POLICY	MEASURE	TARGET	2017 ACTUAL	2022 PROJECTED	2028 PROJECTED	ANALYSIS
<b>Safety</b>	Fatalities	0	-	N/A	N/A	Not available
<b>Bridge</b>	Condition: NHS - % Poor	<2%	▲ 2.3%	● 1.4%	● 10.9%	NHS bridges will fluctuate over ten years and will not meet the target.
<b>Bridge</b>	Condition: Non-NHS - % Poor	<8%	● 0.0%	● 0.0%	● 3.8%	Non-NHS bridges are expected to decline slightly but still remain within the target by 2028
<b>Pavement</b>	Ride Quality Poor - Interstate, % of miles	<2%	▲ 3.7%	▲ 2.5%	▲ 3.4%	The Interstate pavements are expected to decline and will not meet the target by 2028.
<b>Pavement</b>	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	● 2.1%	● 7.3%	● 12.0%	The remaining NHS pavements are expected to decline significantly by the end of the ten years and not meet the target.
<b>Pavement</b>	Ride Quality Poor - Non-NHS, % of miles	<10%	▲ 11.9%	● 9.7%	● 9.1%	The projections show the Non-NHS system will be within target in 2028.

 Meets or exceeds target
  Moderately below target
  Significantly below target

### PM 3 – NHS Performance and Freight Movement on the Interstate System

The 2019-2022 Duluth Area TIP projects are anticipated to contribute positively to the overall statewide performance targets for NHS Performance and Freight Movement on the Interstate System. An example of projects that will contribute to PM2 is the reconstruction of the Twin Ports Interchange(TPI). The TPI consists of 33 bridges, 16 of which are weight restricted, that are from the 1960's. The TPI has 5,320 heavy commercial average annual daily traffic. PM3 targets only apply to MnDOT within the MIC area. Due to lack of capacity at this time for the MIC to do a full analysis of MIC area contributions towards the targets, but we do expect reliability to remain generally high within the MIC region. Large events within the Downtown/Canal Park area could hinder reliability to people and freight at times. There are efforts to better manage traffic during such events. Below are current reliability ratings as provided by MnDOT from 2017 data.

### Transit Asset Management Targets

The 2019-2022 Duluth Area TIP transit projects are anticipated to contribute positively to the TAM targets. The DTA plans to replace regular route buses in 2019, 2021, and 2022. They also have “preventative maintenance” budgeted for every year to maintain their current fleet. The DTA has several projects in the 2019-2022 TIP that will upgrade and maintain their facilities.

## Community Impact Assessment

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

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

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

A community impact assessment highlights those transportation projects that could potentially have a negative impact on disenfranchised neighborhoods. Map 3 on the page 26 identifies the high-concentration areas of minority and low-income populations in the Duluth metro and shows their location relative to the projects that are listed in this TIP. 33 projects are at least partially located in these areas, most of which are basic resurfacing, infrastructure rehabilitation projects, safety, or ITS projects that will have no significant alterations beyond the existing road widths and are expected to benefit those areas.

MnDOT's Twin Ports Interchange project is a multi-year project with a very large investment that is anticipated to have impacts on the adjacent neighborhoods. The current infrastructure is one that has historically had an impact to the economics of the Lincoln Park Business district and poses a continued threat from reconstruction. When the interstate was built, the Lincoln Park Business District was bypassed with circuitous exit ramps leading into the area. When this happened, the neighborhood lost connections and traffic that was vital to its success. Some areas of the current infrastructures make for an unpleasant environment and has created areas that people

consider unsafe. An expected positive of the project is ungraded infrastructures that should reduce the number of large freight trucks moving through the commercial district from the Port area. Design, access, and landscaping may help mitigate some negatives of the project, but details are not known yet. The MIC would suggest continued coordination from MnDOT with the neighborhood on coming up with mitigation strategies, as well as reviewing and incorporating recommendations from the 2016 Lincoln Park Multimodal Transportation Study.

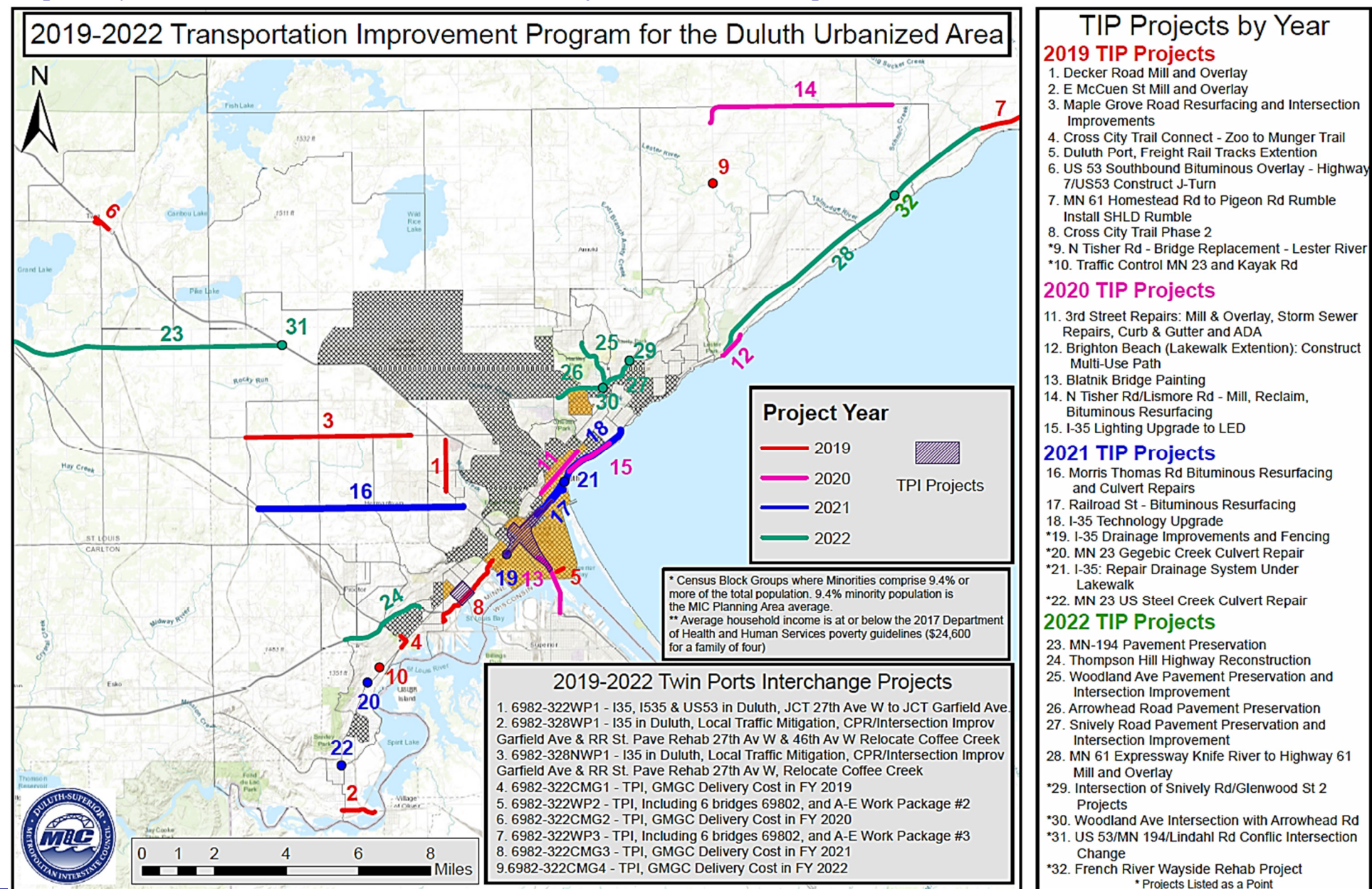
The City of Duluth's Cross City Trail project (118-090-019 & 118-090-018) (#4 & #8 on map) - represent the extension or creation of a paved, multi-use trails in West Duluth. As planned, the projects will connect vital gaps in the Cross City Trail and should provide better continuous connections within West Duluth. The project is expected to benefit, rather than hinder, low-income individuals living in the area.

MnDOT's 2022 I-35 reconstruction on Thompson Hill is not expected to have any long term negative impacts.



# Community Impact Assessment

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

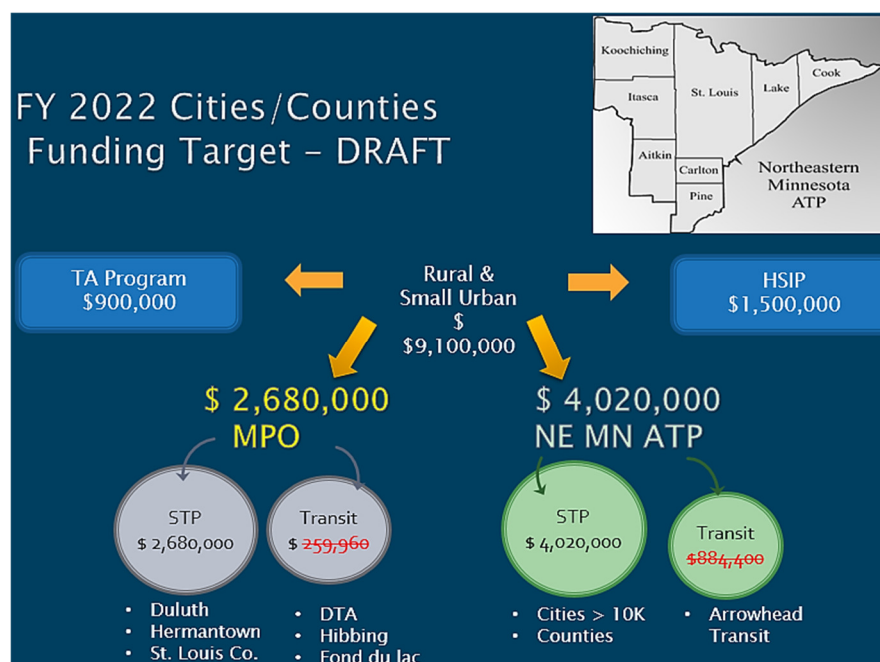


As the federally designated MPO for the Duluth-Superior metropolitan area, the MIC must demonstrate fiscal constraint when programming funding for projects in the TIP. Under 23 CFR § 450.326(j), the MIC is required to include a financial plan for the projects being programmed in the TIP, as well as demonstrate the ability of its jurisdictions to fund these projects while continuing to also fund the necessary operations and maintenance (O&M) of the existing transportation system. To comply with these requirements, the MIC has examined past trends regarding federal, state, and local revenue sources for transportation projects in the area to determine what levels of revenue can be reasonably expected over the 2019-2022 TIP cycle. The resulting revenue estimates were then compared with the cost of the projects in the TIP, which are adjusted for inflation to represent year-of-expenditure.

## Federal Funding Levels

Federally funded transportation projects within the MIC area are programmed regionally through the NE MN ATP process (see page 14 for more information). The NE MN ATP receives a targeted amount of federal funding for the northeast Minnesota region which is further directed using a state-established formulae and funding targets. Although subject to flexibility, these targets are used during development of the Duluth Area TIP, the NE Minnesota ATIP, and the MN state STIP to help establish the priority list of projects. Figure 2 below identifies the breakdown of funding targets set by MnDOT to be used in the solicitation process for 2022 (not all FHWA funds spent).

Figure 2: FY 2022 Funding Target – MIC & NE MN ATP

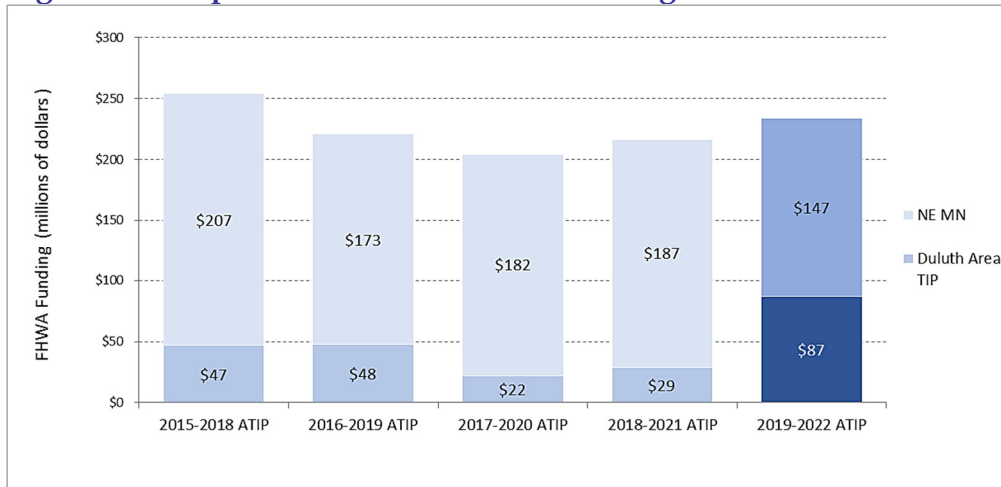




### *Trends in Federal Transportation Funding*

Figure 3 below compares the levels of federal funding being programmed in the 2019-2022 NE MN ATIP with the ATIPs of previous years for all FHWA funding. Federal funding for the region is higher in this year's TIP because of programming large MnDOT projects in the MPO.

**Figure 3: Comparison of Past Federal Funding – MIC & NE MN ATP**



### Financial Plan: Highway Investments

Table 8 on page 30 represents the Duluth Area's financial plan for funding the highway projects being programmed in the 2019-2022 Duluth Area TIP. The table identifies individual funding sources as specified by each of the jurisdictions to be expected and available during the next four years.

#### *Assessment of Fiscal Constraint*

The MIC has assessed the ability of the area's highway jurisdictions to meet their financial commitments with regards to the projects being programmed in the TIP while also continuing to fund their ongoing operations and maintenance (O&M). To demonstrate fiscal constraint, project costs were compared with budget data from previous years. Although MnDOT District 1 projects in the MPO are expected to be higher than historic averages, it can be expected to be funded via shifting statewide funds and using bonds to pay for very large projects. Project costs have been adjusted to reflect an inflation rate of 5% per year (as they are also presented in the project tables on pages 9-12) to account for the effects of inflation at the *year of expenditure*. Revenue estimates were held flat over this same period, as budget increases cannot be reasonably assumed at this time.

Table 6 on page 29 provides expected annual average revenue levels for the Duluth

Area jurisdictions based on the expenditures of recent years. The *O&M* column represent all roadway expenditures short of any major rehabilitation (including seal coating, street lighting, snow removal, etc.), while *Capital Outlay* represents expenditures related to the rehabilitation or construction of roads. These averages are compared against the 2019-2022 TIP project costs in Table 7 to show that project costs in the TIP do not exceed the revenue levels expected for capital outlay, and that jurisdictions will also continue to have the financial capability to carry out general system maintenance beyond the funds directed to those TIP projects. MnDOT's projects do however show a much higher expense in the next four years than historic revenues due to very large infrastructure reconstruction. In this rare case, MnDOT can be expected to fund their projects via shifting statewide funds and using bonds to pay for very large projects.

**Table 6: Funding for Streets and Highways in Recent Years (millions of dollars)**

Jurisdiction	2015		2016		2017		2018		Annual Avg	
	O&M	Capital Outlay	O&M	Capital Outlay	O&M	Capital Outlay	O&M	Capital Outlay	O&M	Capital Outlay
MnDOT Dist 1*	23.1	12.7	24.5	13.5	26.2	14.00	28.1	14.9	\$25.48	\$13.78
St. Louis County*	35.9	43.6	35.2	46.4	36.0	43.3	35.1	44.0	\$35.55	\$44.33
City of Duluth	11.6	0	11.9	6.9	12.6	8.8	13.2	16.3	\$12.33	\$8.00
City of Hermantown	0.6	0	0.7	0	0.7	0	0.8	0	\$0.70	\$0.00
<b>TOTAL</b>	<b>\$71.20</b>	<b>\$56.30</b>	<b>\$72.30</b>	<b>\$66.80</b>	<b>\$75.50</b>	<b>\$66.10</b>	<b>\$77.20</b>	<b>\$75.20</b>	<b>\$74.05</b>	<b>\$66.10</b>

Source: Minnesota Office of State Auditor Summary Budget Data (2015-2018); MnDOT District 1

\* Jurisdiction area is beyond the MPO boundary

**Table 7: Total Project Costs: 2019-2022 Duluth Area TIP (millions of dollars)**

Jurisdiction	2019	2020	2021	2022	EXPENSES	REVENUES	
					2019-2022 TIP (4-year total)	Avg. Expend. (4 years)	
						O&M	Capital Outlay
MnDOT Dist 1	22.08	97.04	175.43	24.90	\$319.5	\$101.9	\$55.1
St. Louis County	4.80	3.90	2.25	2.34	\$13.3	\$142.2	\$177.3
City of Duluth	6.99 (Demo .53)	2.00	1.72	1.68	\$12.4 (Demo \$.53)	\$49.3	\$32.0
City of Hermantown	-	-	-	-	\$0.0	\$2.8	\$0.0
<b>TOTAL</b>	<b>\$33.87</b>	<b>\$102.94</b>	<b>\$179.39</b>	<b>\$28.91</b>	<b>\$345.1</b>	<b>\$296.2</b>	<b>\$264.4</b>

**Table 8: Highway Funding Plan: 2019-2022 Duluth Area TIP (millions of dollars)**

	Funding Source	MnDOT Dist. 1	St. Louis Co.	Duluth	Hermantown	TOTAL
	Federal Aid	60.93	7.81	7.82	-	\$76.56
	Federal Demo/Earmark	-	-	0.7	-	\$0.70
	State TH / State Bond	257.21			-	\$257.21
	State grant	-	-	-	-	\$0.00
Local	General Fund	-	-	-	-	\$0.00
	Specific Tax Revenue	-	-	-	-	\$0.00
	Assessment	-	-	-	-	\$0.00
	Bonds	-	-	-	-	\$0.00
	Other Local/General Local	-	5.48	5.54	-	\$11.02
	<b>2019-2022 TIP (4-year total)</b>	<b>\$318.15</b>	<b>\$13.29</b>	<b>\$14.06</b>	<b>\$0.00</b>	<b>\$345.50</b>

## Financial Plan: Transit Investments

Table 11 on page 31 represents the Duluth area's financial plan for funding the transit projects listed in the 2019-2022 Duluth Area TIP. The table identifies specific sources of funding that the DTA has determined to be reasonably expected and available during the next four years.

### *Assessment of Fiscal Constraint*

The MIC has assessed the ability of the DTA to meet their financial commitments with regards to the transit investments being programmed in the TIP while also continuing to fund their ongoing O&M. The costs of these investments have been adjusted to reflect an inflation rate of 2.1% per year (as they are also presented in the project tables on pages 9-12).

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

Table 9 shows the DTA's average annual funding levels based on historical expenditures. When compared with the funding requests shown in Table 10, the DTA's programmed investments for years 2019-2022 are expected to be higher than historic spending due to commitments from MnDOT. The increase is mainly in the operations and maintenance category.



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

**Table 9: Funding for Transit in Recent Years (millions of dollars)**

Expenditure	2015	2016	2017	2018	Annual Avg.
Operations & Maintenance	11.65	11.67	14.70	15.80	13.46
Capital Outlay	.9 (+20M for DTC)	0.88	2.70	3.14	1.91
Bus Purchases	0	4.71	5.70	0.82	2.81
<b>TOTAL</b>	<b>\$12.55</b>	<b>\$17.26</b>	<b>\$23.10</b>	<b>\$19.80</b>	<b>\$18.18</b>

DTC and MnDOT Pilot Expansion money taken out due to an unusual inflation in funding

**Table 10: Total Costs by Project Type: 2019-2022 Duluth Area TIP (millions of dollars)**

Source	2019	2020	2021	2022	EXPENSES	REVENUES
					2019-2022 TIP (4-year total)	Avg. Expend. (4 years)
Operations & Maintenance	16.06	16.25	16.44	16.63	\$65.4	\$53.8
Capital Outlay	0.90	1.90	0.95	0.45	\$4.2	\$7.6
Bus Purchases	4.60	0	4.70	1.65	\$11.0	\$11.2
<b>TOTAL</b>	<b>\$21.6</b>	<b>\$18.2</b>	<b>\$22.1</b>	<b>\$18.7</b>	<b>\$80.5</b>	<b>\$72.7</b>

MnDOT Pilot Expansion money taken out due to an unusual inflation in funding

**Table 11: Transit Funding Plan: 2019-2022 Duluth Area TIP (millions of dollars)**

Source	2019	2020	2021	2022	4 Yr. Total
FTA	\$2,720,000	\$2,240,000	\$2,760,000	\$2,360,000	\$10,080,000
FHWA	\$3,680,000	\$1,280,000	\$3,756,000	\$1,320,000	\$10,036,000
Fed Total	\$6,400,000	\$3,520,000	\$6,516,000	\$3,680,000	\$20,116,000
Other (state & local)	\$17,054,000	\$14,630,000	\$15,569,000	\$15,050,000	\$62,303,000
<b>Total</b>	<b>\$23,454,000</b>	<b>\$18,150,000</b>	<b>\$22,085,000</b>	<b>\$18,730,000</b>	<b>\$102,535,000</b>

## Public Involvement

The MIC is committed to being a responsive and participatory agency for regional decision-making. Every year, the public is given a continuous opportunity to view all TIP related materials on the MIC website (<https://dsmic.org/planning/transportation-improvement-program/duluth2022-1/>) and provide comment via phone, email, or through the MIC blog (<https://dsmic.org/2022duluthtipdraft/>). Prior to project solicitation in December, the MIC encourages eligible jurisdictions to submit projects that have had or will have some level of public input. This information then becomes part of the criteria used to prioritize TIP project submittals.

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

### 2019-2022 Duluth Metro TIP Public Participation Summary

The MIC began the 2019-2022 TIP process with the development of a public engagement strategy that identified the actions listed in Table 12 below. The table shows the actions that were taken and explains the reasons for any deviations from the original strategy.

**Table 12: Public engagement strategy and implementation**

TIP Public Engagement Strategy: Identified Strategy Actions and Dates	Implementation Status
<b><u>October 2017 - November 2017</u></b>	
<b>1. Commencement of 2019-2022 TIP cycle</b>	1.a <b>Completed</b> as planned.
a) Conduct initial communications and update TIP engagement strategy.	
b) Update TIP solicitation application to include question on ADA transition plans	1.b <b>Completed</b> as planned.
<b><u>December 2017 - March 2019</u></b>	
<b>2. Project solicitation</b>	
a) Announce start of project solicitation period at November/December TAC, MIC and DTA meetings; explain application materials/process (introduce project timeline).	2.a <b>Completed</b> as planned.

**(Table 14 Continued)**

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

**3. Project Scoring**

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

**May 2018 - August 2018****4. Drafting/Releasing the 2019-2022 TIP**

- a) Document includes maps of project locations and community impacts
- b) Distribute draft TIP document to TAC and MIC members prior to September meetings (where draft will be presented for approval).
- c) Post Draft 2019-2022 TIP on MIC website.
- d) Publish legal notice in Duluth News Tribune, commencing 30-day Public Review period;
- e) Publish blog article to notify and solicit comment on the draft TIP document.
- f) Hold a MIC office open house to invite people to come and discuss the projects in the draft TIP.
- g) Consult with state and federal agencies.
- h) Report public comments at September TAC and MIC meetings prior to approval.
- i) Present Final TIP to MIC Policy Board for approval.

2.b **Completed** as planned.

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

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

4.a **Completed.** Maps on pp. 13 and 25

4.b **Completed.** The Draft TIP was sent to TAC and MIC members for review on August 3rd

4.c and 4.d **Completed.** Following TAC and MIC approval, the draft was posted on the MIC's website on August 3rd. A legal notice of the official review period was published in the Duluth News Tribune August 5th.

4.e **Completed.** Blog article was published August 1st.

4.f **Completed.** Open houses were held Wednesday, August 15th, from 2:00 p.m. to 4:00 p.m. and Thursday, August 16th, from 2:00 p.m. to 4:00 p.m. at ARDC offices.

4.g **Completed.** Draft document e-mailed to contacts at MnDOT, FHWA and FTA on 7/20/17.

4.h **Completed.** Staff reported on public comments received during development of the 2019-2022 TIP.

4.i **Completed.** Final TIP was presented for Policy Board approval at its September 19, 2018 meeting.

### Public Comments Received

For the month of March 2018, an informational poster was displayed in the Skywalk outside of the ARDC offices. It presented the new projects that were being submitted to the TIP for federal funding in FY 2022. The poster directed people to the MIC's website for more information and invited them to comment on any of the projects by email, phone, or in person. MIC staff also presented the project applications received at the DTA board meeting in February 2018. Several comments were received from these efforts and are summarized in Table 13 on the following pages.

A draft of the 2019-2022 Duluth Area TIP was distributed via email to members of the MIC's TAC and policy board on August 3<sup>rd</sup>. Individuals on the MIC mailing list were also notified that the MIC Board would be voting to approve the draft on September 19, 2018 at the regularly scheduled September meeting.

Upon release of the Draft 2019-2022 Duluth Area TIP in August for the official 30-day public review period, several outreach efforts were initiated. First, the draft was posted on the MIC's website, and a legal notice was published in the Duluth News Tribune on Sunday, August 5, 2018. A blog article was posted on the OpenMIC blog on August 3<sup>rd</sup>, titled "Seeking Comments on Proposed Transportation Projects", which summarized the TIP, provided a link to the draft TIP document, and encouraged readers to comment. Finally, the MIC staff held a TIP "Open House" at the ARDC offices in Downtown Duluth Wednesday, August 15th, from 2:00 p.m. to 4:00 p.m. and Thursday, August 16th, from 2:00 p.m. to 4:00 p.m. to take public comment on the final draft.

The MIC received several comments which can be read in the public comment log (Table 13) found on the following pages. Comments from previous TIP documents and outreach efforts were also included as they are still relevant to projects listed in this TIP.

Table 13: Comments Received Through TIP Public Outreach Efforts

Date Received	Type	Comment	Response
8/3/18	In Person	<b>Twin Ports Interchange Projects:</b> There is concern about connectivity, wayfinding, aesthetics, and other impacts to the Lincoln Park Business District that may come from the Twin Ports Interchange projects.	Persons were advised to submit detailed comments that would be recorded and forwarded on to MnDOT, TAC & MIC members.
8/23/17	E-Mail	<b>Cross City Trail Phase 2 (ID 118-090- 018):</b> This would be the connection above Grand where the new section stops at the Zoo. This would find it's way down through the Zoo parking area then into the Zoo grounds just above Grand Ave cross over Kingsbury Creek then under Grand Ave, cross the BN track somehow (latest proposal is a tunnel) then connect to the Munger Trail head or the blacktop section of the Western Waterfront Trail and thus connecting to the Munger. This section will be very expensive to make ADA accessible and if it can be it will only meet the minimum. The Lower BN route would connect to Munger Trail (a requirement of the current funding) to Keene Creek below Grand Ave. This is very doable for ADA beyond minimums as well as less costly as the two connections that some feel need to connect to the upper route with the current funding.	Informed person their comment would be reported to the appropriate agency engineers, and to TAC and MIC board members, and that they had an opportunity to address that body in person at that meeting, if they chose to do so.
8/23/17	E-Mail	<b>Cross City Trail (ID 118-090- 019):</b> This originally was to continue the upper new section from the Zoo to Spirit Mountain using the DWP that has two bridges, one that was a "land" bridge with big culvert that was blown away in the flood and another small one. In the latest mini master plan this is still called out as CCT section that we oppose as being called the CCT because it will never be accessible ADA. Still good to have but doesn't need to be blacktop and should not take focus and money from the CCT project. The community would like to see the lower BN route have the priority as stated as such in the plan. The current administration will most likely work on the two connections at Keene and Kingsbury because they fear that the funding in place needs to connect to that upper built section.	Ibid
8/22/17	E-Mail	<b>I-35 Crossings Project (ID 6933-97):</b> Bridge at 5th Ave W: buffer for people on sidewalk and bike lanes would be great. There is a lot of bike/ped traffic here going to Bayfront, Bentlyville, etc. Pedestrian bridge over I-35 at 17th Ave E doesn't even have a curb cut that lines up with the bridge - you literally have to either jump the curb or get off your bike to use the bridge. Please fix this as part of the ADA repair.	Ibid.
8/22/17	E-Mail	<b>3<sup>rd</sup> Street Resurfacing Project (ID 118-126-022):</b> This essentially functions as a highway - please use traffic calming to change that. Narrow the lanes, and use the extra space for a bikeway. Pedestrian curb extensions are a must because of parked cars limiting visibility of people trying to cross the street.	Ibid.
8/22/17	E-Mail	<b>Blatnik Bridge Projects:</b> Allow for bike and pedestrian access when the bridge is reconstructed (separated from traffic). The Bong Bridge as the only option is not practical or convenient, nor accessible to many who bike and walk.	Ibid.
8/22/17	E-Mail	<b>Decker Road Resurfacing Project (118-178-006):</b> I'd like to express my strong interest in seeing bike lanes (preferably protected bike lanes!) - included as part of the Decker Road resurfacing project. When using our scarce local and federal funds, we must build multimodal connectivity into our roadway networks. This is an especially good candidate for bike lanes because not only does this	Ibid.

		provide a biking connection from a dense residential neighborhood (Piedmont) to the City's primary retail destination (Miller Hill Mall), it also intersects with existing bike lanes on Anderson Road to begin building out an inter-connected network of bicycle facilities.	
6/21/17	In-person	<b>Lismore Rd Resurfacing Project:</b> I would rather see the rumble strips placed on the edge-line/fog-line and not deep into the shoulder. Placing the rumble strips into the shoulder takes away valuable space from bicycles and others.	<i>Comment was made at the MIC board meeting. Comment will be forwarded on to the TAC board and to St. Louis County Engineering.</i>
1/14/17	In-person	<b>Railroad St resurfacing project:</b> Additional pedestrian areas would be great! There should be better safety for bikes at crossings and across the railroad tracks.	<i>Comment was made at the TAC meeting. Comment will be forwarded on to the MIC board and to St. Louis County Engineering</i>
1/14/17	In-person	<b>Lismore Rd Resurfacing Project:</b> Will there be rumble strips included in this project? As a bicyclist, I do like having the rumble strips as a warning if a car behind me is veering toward me.	Ibid.
2/29/16	In-person	<b>Decker Road Resurfacing Project:</b> My residence is one of the only homes in the area that is not connected to city sewer. I would like to have a sewer connection and am wondering if I can get that connection made during this project.	Informed person their comment would be reported to City Engineering, and to TAC and MIC board members by the March 16 <sup>th</sup> MIC meeting and that they had an opportunity to address that body in person at that meeting, if they chose to do so.
2/29/16	In-person	<b>Decker Road Resurfacing Project:</b> Between Anderson Road and Mall Drive, the cross slope in section of Decker Road sinks towards the East. It has no fog lines, and I consistently observe traffic shifting way over next to the sidewalk, as a result of that cross slope. There is poor drainage as a result too. So, I am wondering if the slope can be corrected as part of the project. If not, at least a fog line should be installed. It might actually be better to move the sidewalk to the other side of the road, because if the pavement is made nice and smooth, that's probably going to cause traffic speeds to go up. I understand that bike lanes could eventually go on this road, and so this phenomenon with traffic is probably a safety concern in that regards too.	ibid.
2/29/16	In-person	<b>Decker Road Resurfacing Project:</b> There are a lot of water line breaks along Decker Road, specifically in the segment where I live – typically multiple breaks a year. I am wondering if repairs that can fix this problem can be part of this project. Also, we have a storm sewer that drains directly onto our property (in the area of “the dip”. The storm sewer outlets there accumulate a lot of debris, and there are drainage issues on both sides of the road. I am hoping that these issues could be addressed during this project.	ibid.
2/29/16	In-person	<b>Decker Road Resurfacing Project:</b> Will driveway aprons be upgraded as part of this project? I would really like to see those get improved too because they are in bad shape too.	ibid.

## Monitoring Progress

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

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

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

The status of the projects programmed in the previous years’ TIP (the 2018-2021 Duluth Area TIP), have been updated with this TIP (2019-2022 TIP). Projects programmed for FY 2018, however, are presently being constructed and are dropping out of this updated TIP. Table 14 on the following page provides a status report on those projects. A few projects originally programmed for 2018 will not be delivered as planned in the previous TIP or have uncertainty at this time. The City of Duluth’s Cross City Trail project (118-090-018) is planned to switch alignment to another segment and is under review. The new segment has the potential to start construction later this year. The City of Duluth’s Cross City Trail project (118-090-019) is being postponed until 2019. MnDOT project 6982-321 has been let but construction will be postponed until April 2019 due to ordering steel. MnDOT project 6926-53 is under construction that may continue into 2019 due to work on foundation issues.



Table 14: FY 2018 Projects Status Report (as of 7/18/18)

Duluth Area TIP: FY 2018						Green = Project Description Change Expected												
Amend./ Admin. Mod.	Amend./Mod. Date	MIC Project ID	L RTP Reference	State Project ID	Agency	Route	Project Type	Type of Work	Project Description	Original Program Year	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$	Project Status
Mod #3	3/20/2018	M-041-NP	Page 5-13	6982-321	MnDOT		Road	Appurtenance	IN DULUTH, 135 FROM MESABA AVE TO 26TH AVE E & US 61 FR JCT I-35 TO 0.25 MI. NE. & US 2 0.2 MI. SE JCT I-35. BONG BR. PIER 20. FREEWAY LIGHTING, SIG REV, LIGHTING CABINETS. (ASSOC. 6937-103, 6925-143)	2017	SF	\$0	\$0	\$0	\$410,000	\$0	\$410,000	Project Let, Starting April 2019
Amd #1	11/13/2017	M-019-NP	Page 5-13	6937-102	MnDOT	US 2	Bridge	Bridge rehabilitation	**SPPP**US 2 EB & WB IN DULUTH. REHAB ON BR#69101,69102, (ASSOC 6937-69101A, 6937-69102B) (TIED 6933-95, 6933-97)	2017	NHPP	\$1,160,000	\$0	\$0	\$290,000	\$0	\$1,450,000	Under Construction
			Page 5-14	8801-03CA-18	MnDOT		Bridge	SETASIDE DISTRICTWIDE PROJECT (P)	**SPPF18**I-35 IN DULUTH, PORT TERMINAL INTERCHANGE PROGRAM DELIVERY.	2018	NHFP	\$2,700,000	\$0	\$0	\$300,000	\$0	\$3,000,000	NA, not a construction project
			Page 5-13	6926-53	MnDOT		DRAINAGE	SLIDE REPAIR (S)	MN 61 NB 0.42 MI. S. HOMESTEAD RD AT BIG SUCKER RIVER. REPAIR SLIDE AREA.	2018	SF	\$0	\$0	\$0	\$500,000	\$0	\$500,000	Under Construction
Amd #1	11/13/2017		Page 5-13	6933-97	MnDOT		Road/Ped	PAVEMENT RESURFACE AND REHABILITATION (P)	MN 194, IN DULUTH. N. MESABA AVE CROSSING TO JCT I-35 & I-35 AT 17TH AVE E. PED BR AND SOUTH ST. CONC PAVE REHAB, ADA & STORM SEWER REPAIR. (ASSOC. 6982-325)(TIED TO 6933-95, 6937-102)	2018	STPF	\$2,160,000	\$0	\$0	\$540,000	\$0	\$2,700,000	Under Construction
Amd #1	11/13/2017			6933-95	MnDOT				MN 194 IN DULUTH, FR 0.05 MI W GLEN PL. DR TO 0.08 MI W OF 6TH AVE W. MILL & OVERLAY, ADA, REHAB BR#69839 (TIED 6933-97 6937-102)	2018	STPF	\$2,360,000	\$0	\$0	\$590,000	\$0	\$2,950,000	Under Construction
Amd #1	11/13/2017			6982-325	MnDOT				I35 IN DULUTH AT 17TH AVE E PED BRIDGE AND SOUTH STREET. GRADING, ADA WORK (ASSOC. TO 6933-97)	2018	STPF	\$28,000	\$0	\$0	\$7,000	\$0	\$35,000	Under Construction
Amd #2	12/13/2017			6916-111	MnDOT				US 53 FR. 0.13 MI E. CSAH 13 MIDWAY RD TO 1.3 MI. N. JCT CSAH 47 SWAN LAKE RD & US 61 FR CROW CREEK TO GOOSEBERRY RIVER. DIAMOND GRINDING. (ASSOC. 3805-107)	2018	NHPP	\$960,000	\$0	\$0	\$240,000	\$0	\$1,200,000	Start in August
Mod #1 / Amd #4	12/13/2017 4/2/18	DUL-010-40	Page 5-17	118-134-017	Duluth	MSAS 134	Road	Pavement; storm sewer, ADA	MSAS 134, 9TH/8TH ST, IN DULUTH, 6TH AVE E TO WOODLAND AVE, MILL & OVERLAY, STORM SEWER, CURB & GUTTER SIDEWALK & ADA	2019	STBGP	\$860,000	\$0	\$0	\$0	\$1,490,062	\$2,350,062	Under Construction
		DUL-006-40	Page 5-17	118-090-018	Duluth		Bike/Ped	Trail construction	**MN146** CROSS CITY TRAIL PHASE 2, FROM KINGSBURY CREEK TO MUNGER TRAIL, CONSTRUCT TRAIL	2013	Demo	\$1,030,551	\$0	\$0	\$0	\$561,934	\$1,592,485	Project Location Moving to River Route - Under Review
		DUL-006-40	Page 5-17	118-090-019	Duluth		Bike/Ped	Trail construction	**MN 146** CROSS CITY TRAIL, FROM DULUTH ZOO TO KNOWLTON CREEK, CONSTRUCT TRAIL, REHAB 2 BRIDGES	2015	Demo	\$334,400	\$0	\$0	\$0	\$200,000	\$534,400	Moved to 2019
		NA	Page 5-18	118-060-012AC	Duluth		Road	APPURTENANCE (P)	**AC**SB** SKYLINE PKWY RESTORATION OF HISTORIC ROCK RETAINING WALLS AT VARIOUS SCENIC OVERLOOK FACILITIES (AC PAYBACK 1 OF 1)	2018	STBGAP 5K-200K	\$0	\$0	\$400,000	\$0	\$0	\$400,000	Under Construction
Amd #6	4/18/2018				UDAC		Transit	Capital	SECT 5310: UDAC, INC.; PURCHASE ONE (1) REPLACEMENT LESS THAN 30 FT. BUS (CLASS 400) AND ONE (1) EXPANSION LESS THAN 30 FT. BUS (CLASS 400)	2018	FTA	\$129,600	\$0	\$0	\$0	\$32,400	\$162,000	NA
		DTA-003-40	Page 5-26	TRF-0016-18A	DTA		Transit	TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	2018	LF	\$0		\$0	\$0	\$990,000	\$990,000	NA
Amd #7	4/18/2018	DTA-005-40	Page 5-26	TRF-0016-18C	DTA		Transit	TRANSIT GRANT CAPITAL IMPROVEMENT	SECT 5307: BUS SUPPORT EQUIPMENT/FACILITY REHABILITATION	2018	FTA	\$240,000	\$0	\$0	\$0	\$60,000	\$300,000	NA
Amd #7	4/18/2018	DTA-004-40	Page 5-26	TRF-0016-18D	DTA		Transit	TRANSIT OPERATIONS	SECT 5307: DULUTH PREVENTIVE MAINTENANCE	2018	LF	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	NA
		DTA-005-40	Page 5-26	TRF-0016-18E	DTA		Transit	TRANSIT OPERATIONS	SECT 5307: DULUTH OPERATING ASSISTANCE	2018	FTA	\$1,500,000	\$0	\$0	\$0	\$12,270,000	\$13,770,000	NA
Amd #7	4/18/2018	DTA-005-40	Page 5-26	TRF-0016-18F	DTA		Transit	TRANSIT GRANT CAPITAL IMPROVEMENT	SECT 5307: ADMIN/MAINT FACILITY ROOF REHABILITATION	2018	FTA	\$240,000	\$0	\$0	\$0	\$60,000	\$300,000	NA
Amd #7	4/18/2018	DTA-005-40	Page 5-26	TRF-0016-18G	DTA		Transit	TRANSIT GRANT CAPITAL IMPROVEMENT	SECT 5307: TECHNOLOGY UPDATES	2018	FTA	\$192,000	\$0	\$0	\$0	\$48,000	\$240,000	NA
Amd #7	4/18/2018	DTA-005-40	Page 5-26	TRF-0016-18H	DTA		Transit	TRANSIT GRANT CAPITAL IMPROVEMENT	SECT 5307: BUS STOP/STATION/TERMINAL UPDATES	2018	FTA	\$40,000	\$0	\$0	\$0	\$10,000	\$50,000	NA
Amd #7	4/18/2018	DTA-005-40	Page 5-26	TRF-0016-18K	DTA		Transit	TRANSIT GRANT CAPITAL IMPROVEMENT	SECT 5339: FARE COLLECTION SYSTEM	2018	FTA	\$1,800,320	\$0	\$0	\$0	\$450,080	\$2,250,400	NA
		DTA-007-40	Page 5-26	TRF-0016-18T	DTA		Transit	TRANSIT VEHICLE PURCHASE	SECT 5339: DULUTH TRANSIT AUTHORITY- PURCHASE (6) REPLACEMENT STRIDE BUSES.	2018	FTA	\$652,800	\$0	\$0	\$0	\$163,200	\$816,000	NA
Amd #7	4/18/2018	DTA-004-40	Page 5-26	TRF-0016-18ZO	DTA		Transit	TRANSIT OPERATIONS	DULUTH; SPY 2018 GREATER MN NEW SERVICE EXPANSION OPERATING (7/1/17-6/30/18)	2018	LF	\$0	\$0	\$0	\$0	\$1,616,000	\$1,616,000	NA
Amd #7	4/18/2018	DTA-005-40	Page 5-26	TRF-0016-18ZC	DTA		Transit	TRANSIT VEHICLE PURCHASE	DULUTH; SPY 2018 GREATER MN NEW SERVICE EXPANSION CAPITAL FUNDS (7/1/17-6/30/18)	2018	LF	\$0	\$0	\$0	\$0	\$1,318,000	\$1,318,000	NA
Totals												\$17,387,671	\$0	\$400,000	\$2,877,000	\$19,269,676	\$39,934,347	

### MIC Resolution Adopting the 2019-2022 TIP

## Common Acronyms

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

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## Public Notice

### NOTICE OF 30-DAY PUBLIC COMMENT PERIOD

#### Draft 2019-2022 Transportation Improvement Program for the Duluth Metropolitan Area

The Duluth-Superior Metropolitan Interstate Council (MIC), located at the Arrowhead Regional Development Commission in Duluth, has prepared a Draft Fiscal Year 2019-2022 Transportation Improvement Program (TIP) for the Duluth Metropolitan Area. The Draft TIP lists all transportation projects in the greater metropolitan area that are recommended by the MIC Board to receive federal transportation funds for FY 2019-2022.

To view the Draft TIP online, visit <https://dsmic.org/planning/transportation-improvement-program/duluth2022-1/>.

**Public comments are being taken from August 6 through September 5, 2018 on the Draft TIP and the proposed projects.** To request a hard copy of the document, contact Chris Belden, who is taking all public comments on the document, at [cbelden@ardc.org](mailto:cbelden@ardc.org) or (218)529-7502. (Free TTY services are available through Minnesota Relay at 800-627-3529). Comments and questions are welcomed for the duration of the public comment period.

Additionally, two drop-in (open house) public information sessions will be held, from 2:00 p.m. to 4:00 p.m. on Wednesday, August 15 and on Thursday, August 16, 2018, at the Arrowhead Regional Development Commission office, 221 West First Street, 2nd floor, Duluth, MN.

The Draft TIP, along with all comments received, will be considered for final approval at the MIC Board meeting on September 19. The final version of the 2019-2022 TIP will list all transportation projects that have been planned and programmed for federal funding within the Duluth area for those four years.

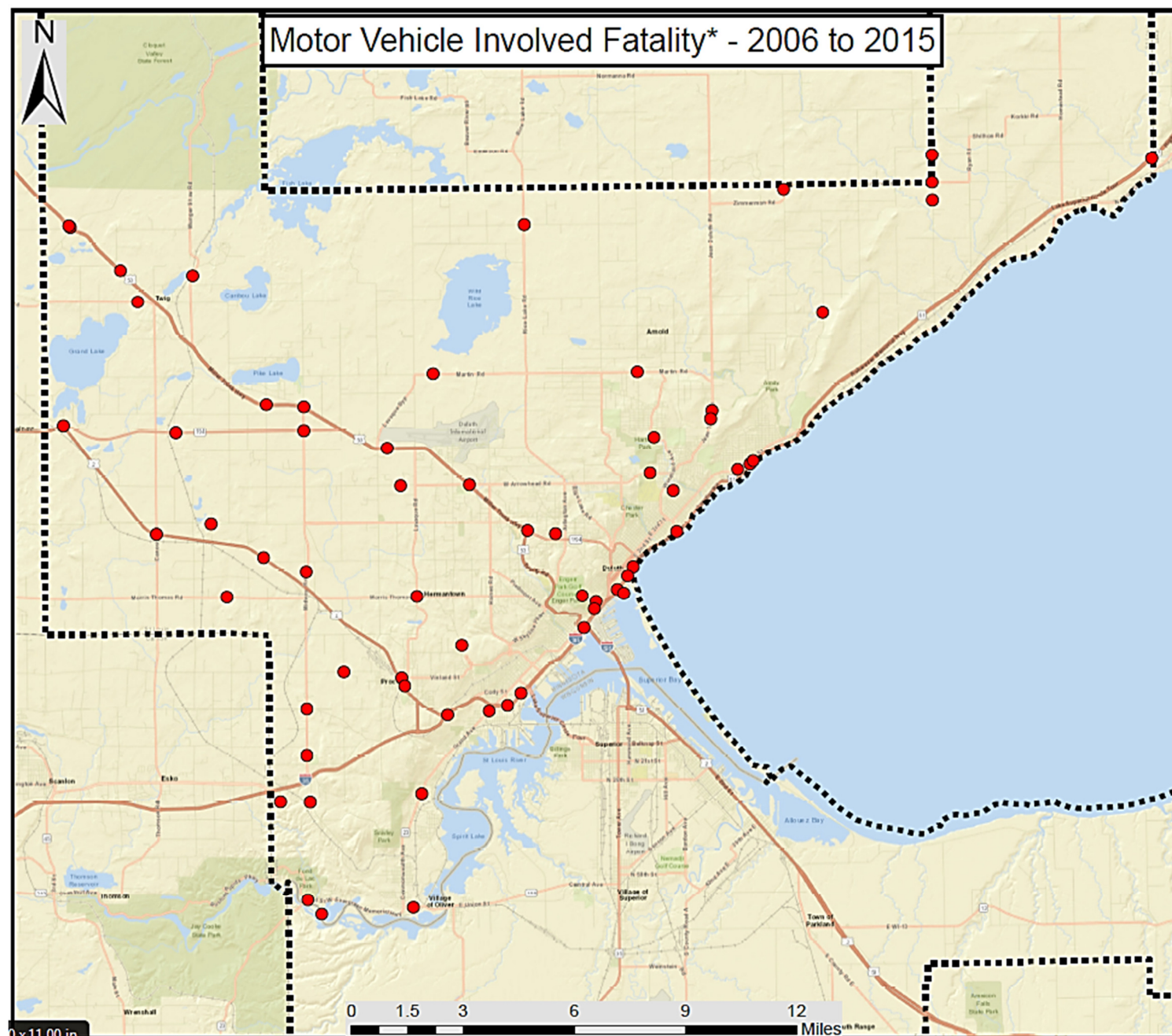
Public comment is solicited for a 30-day period in accordance with the MIC's Public Involvement Plan for this Draft, as well as for the final TIP upon introduction of a major amendment. **The MIC's public participation process satisfies the Duluth Transit Authority's public participation requirements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

## Performance Measures Data for the Minnesota Side of the MIC Area

The following data has been provided by MnDOT with additional maps and graphs produced by the MIC using the MnDOT data.

### PM 1 – *Safety*

- *See maps on following pages.*



### Number of Fatalities Per Year

2006 - 7  
 2007 - 11  
 2008 - 9  
 2009 - 9  
 2010 - 7  
 2011 - 2  
 2012 - 3  
 2013 - 6  
 2014 - 4  
 2015 - 8

2006 - 2010 Average - 8.6  
 2011 - 2015 Average - 4.6

### Legend

- Fatalities
- MIC Area



\* Bike and Ped Involved Fatality Included



# Motor Vehicle Involved Serious Injury\* - 2006 to 2015

## Number of People with Serious Injury Per Year

2006 - 25  
2007 - 39  
2008 - 36  
2009 - 18  
2010 - 32  
2011 - 24  
2012 - 18  
2013 - 17  
2014 - 11  
2015 - 24

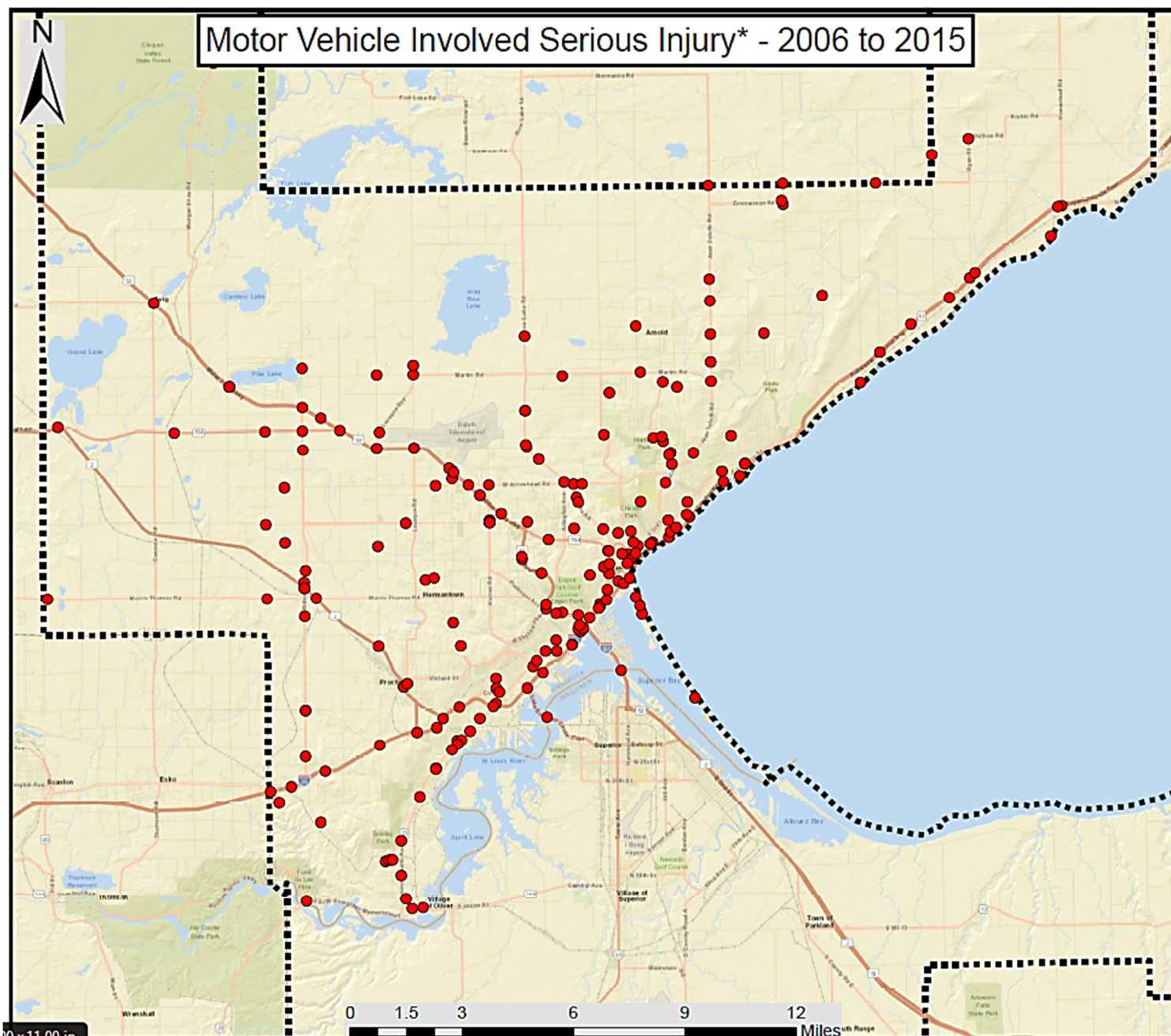
2006 - 2010 Average - 30  
2011 - 2015 Average - 18.8

## Legend

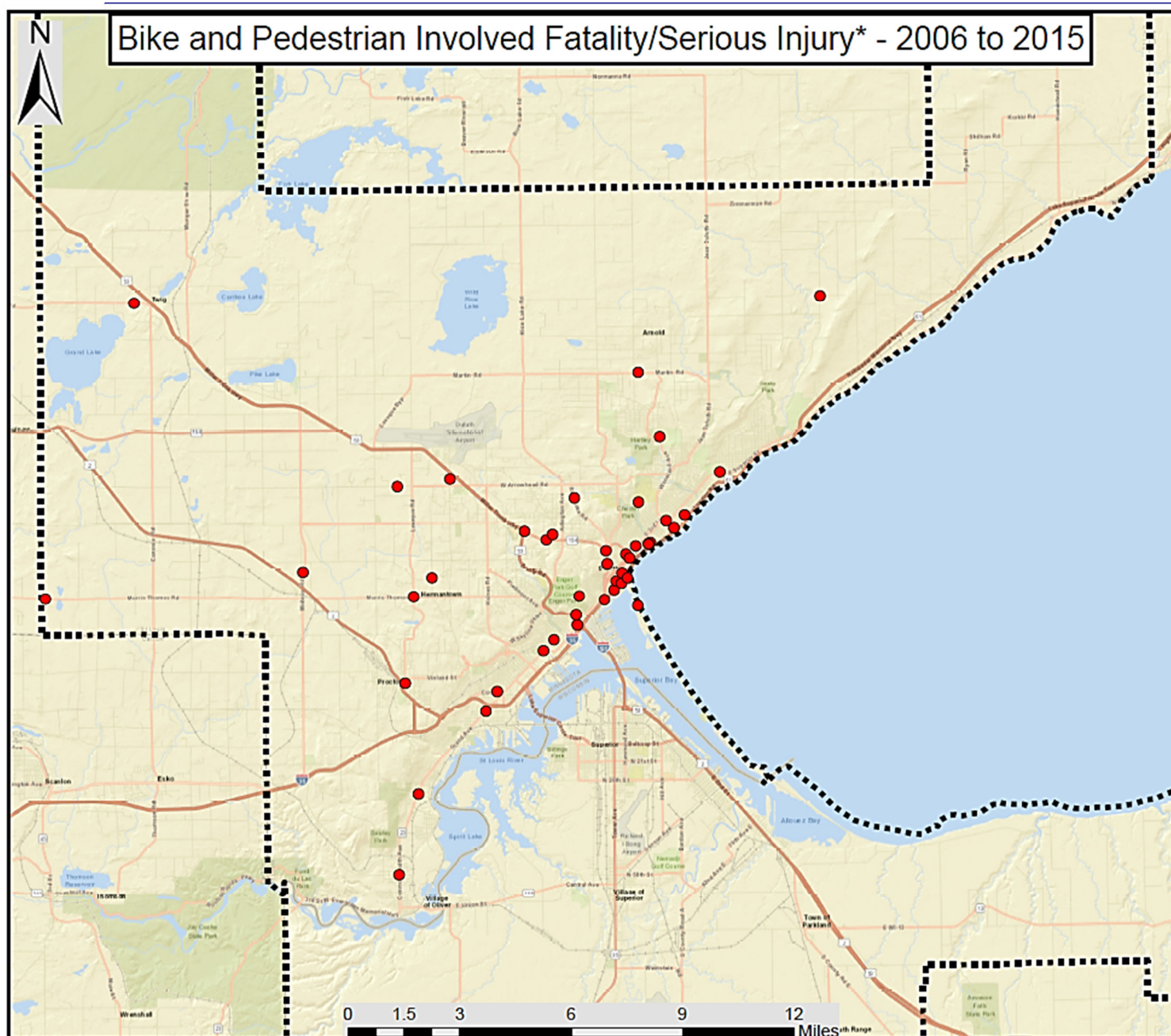
● Serious Injury  
--- MIC Area



\* Bike and Ped Involved Fatality Included







### Fatality and Serious Injuries Per Year

#### Fatalities - Serious

2006 - 1	1
2007 - 0	7
2008 - 0	5
2009 - 2	5
2010 - 0	4
2011 - 2	2
2012 - 0	3
2013 - 1	3
2014 - 1	1
2015 - 3	4

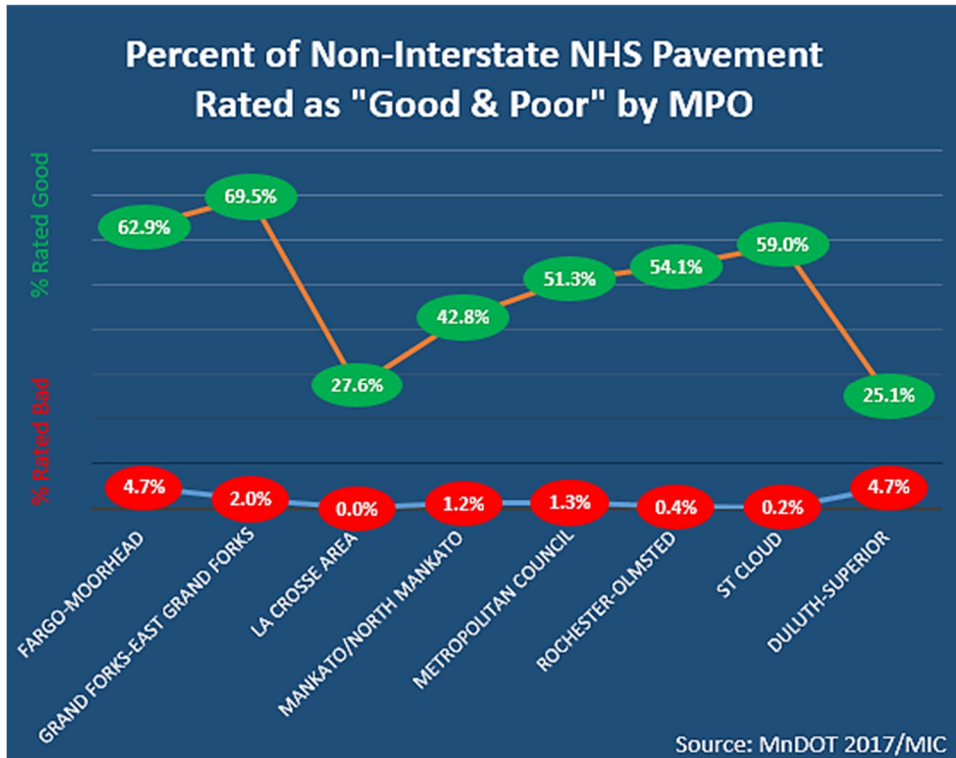
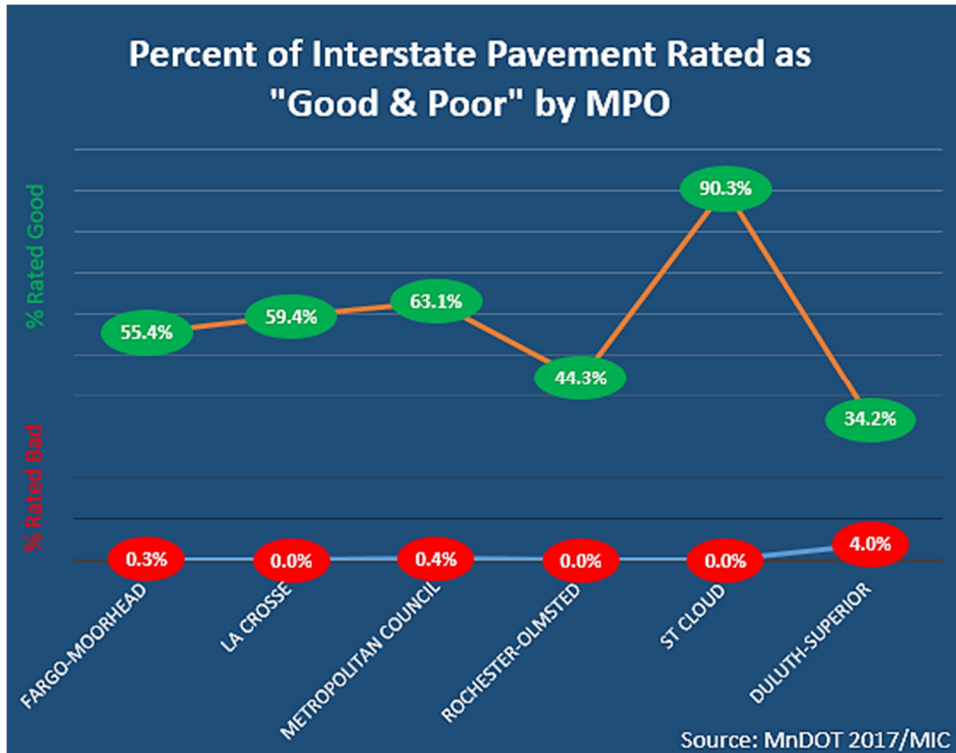
#### Legend

- Fatality/Serious Injury
- MIC Area



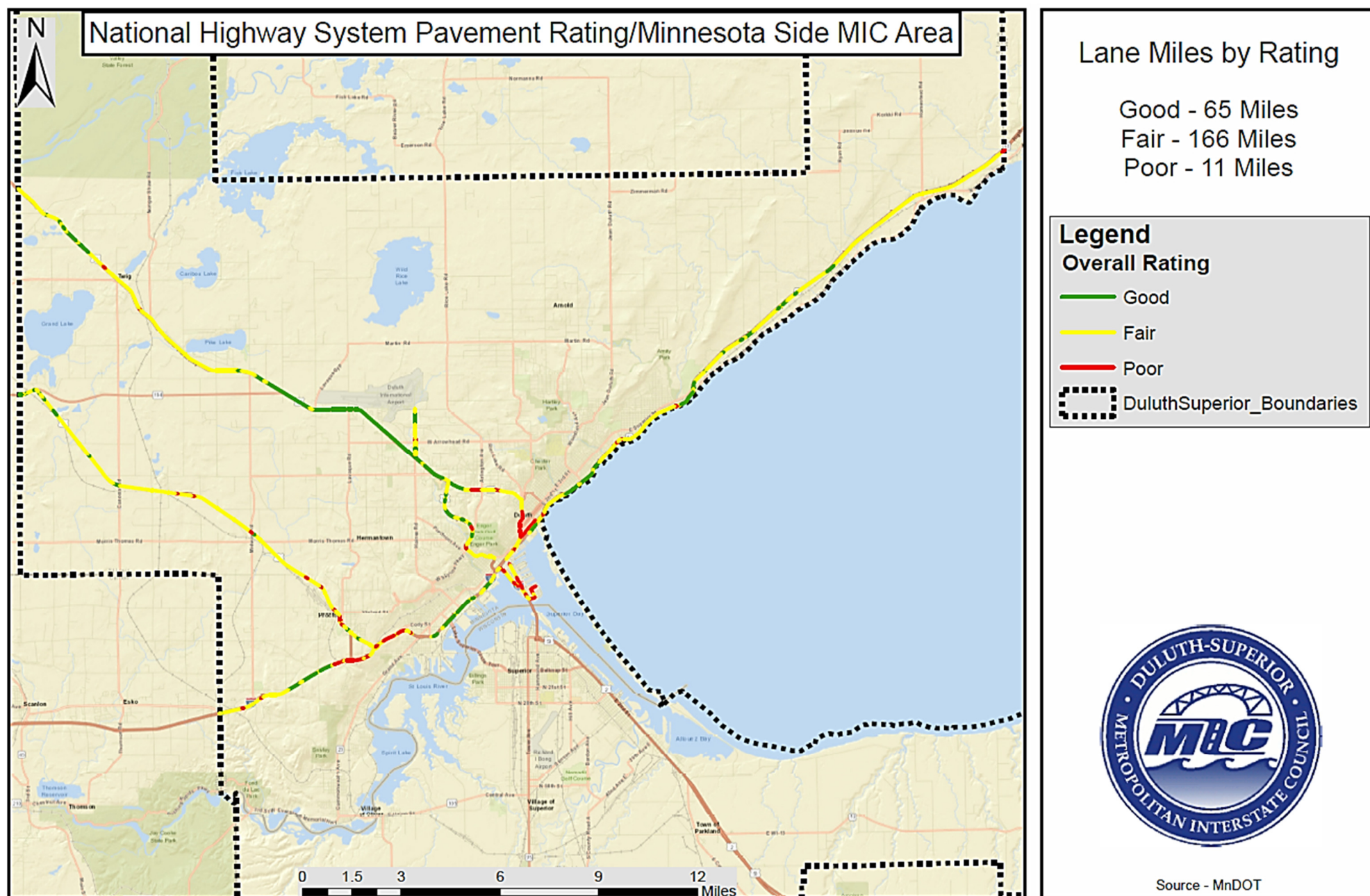
\* Bike and Ped Involved Fatality Included

PM 2 - NHS Pavement and Bridge Condition



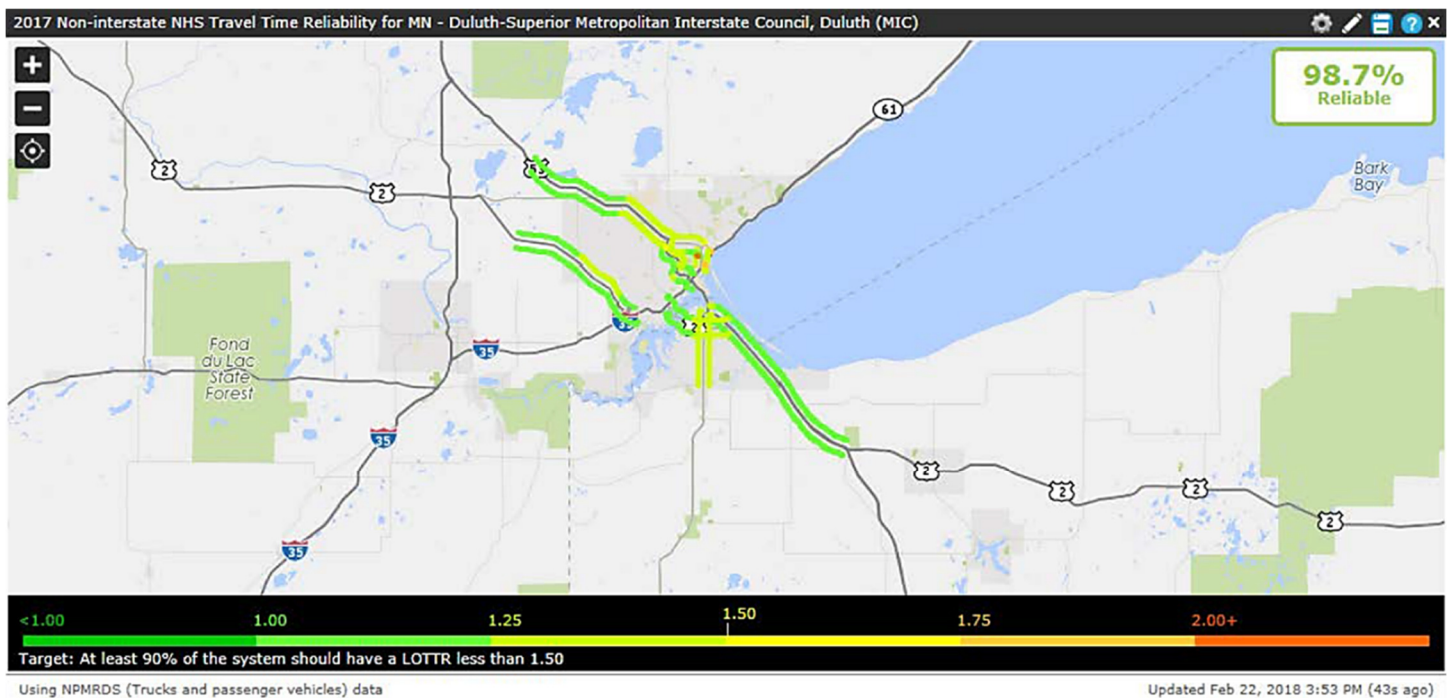
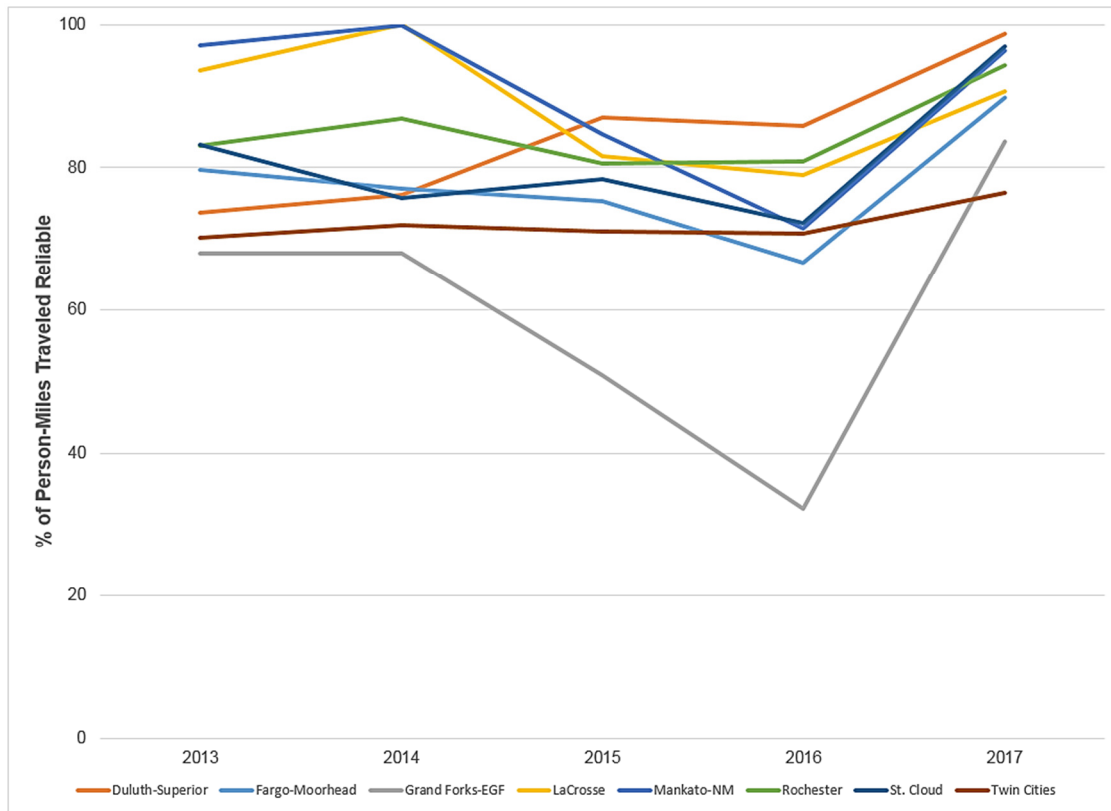
- See map on following page



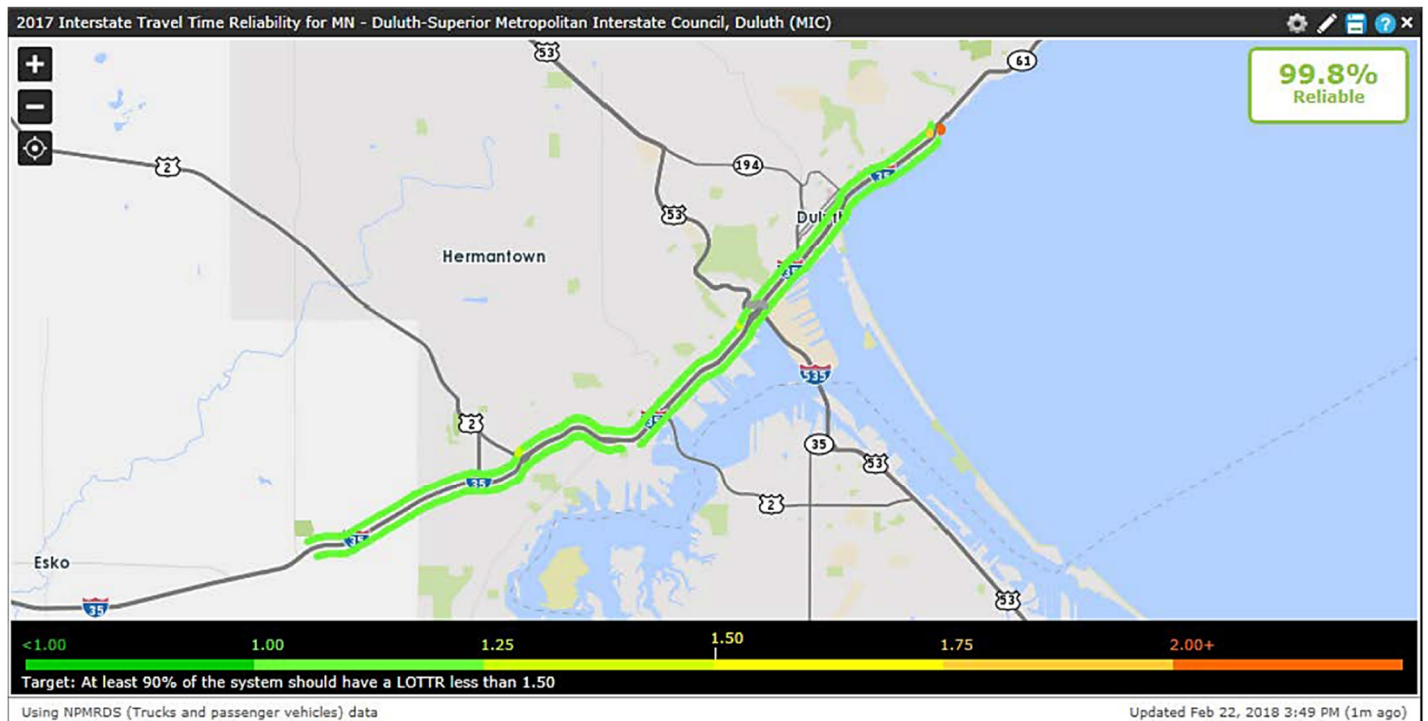
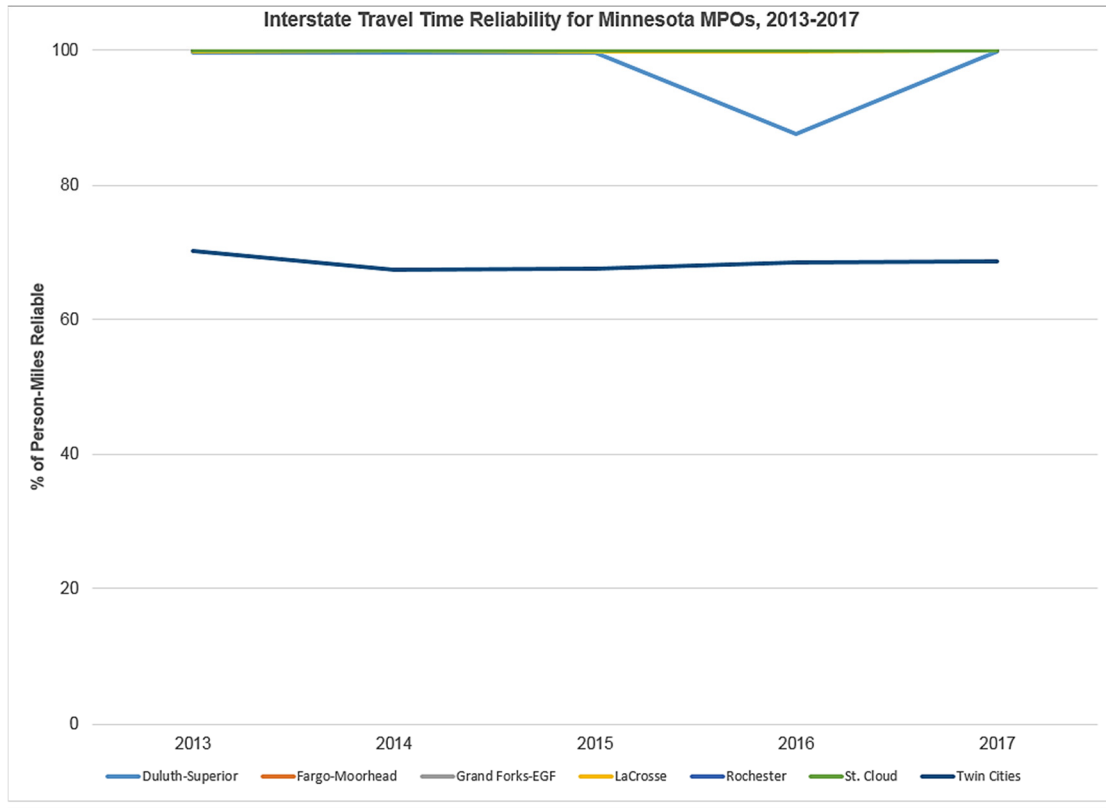


### PM 3 – NHS Performance and Freight Movement on the Interstate System

#### Percent of Person-Miles Traveled Reliable on Non-Interstate NHS by MPO



### Percent of Person-Miles Traveled Reliable on Interstate by MPO





## Truck Travel Time Reliability Index by MPO

