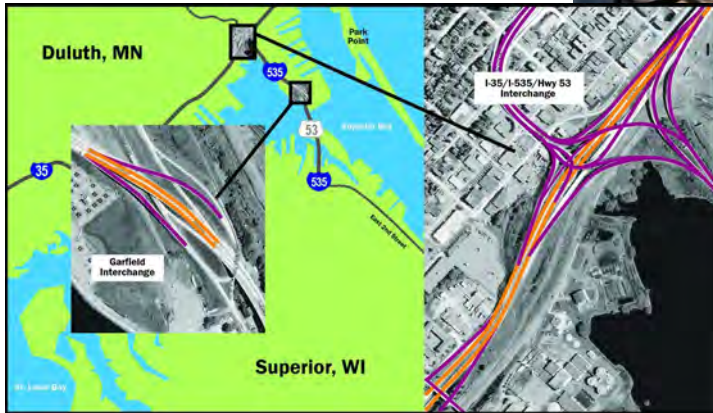


# Duluth-Superior Metropolitan Interstate Council



## 2020 - 2021 Unified Transportation Planning Work Program and Budget

---



### Approvals:

MIC Policy Bd	09.18.19
MnDOT	10.02.19
FTA/FHWA	11.12.19

Administrative Amendment (p. 14)  
Approved by Policy Board 2.19.20





# Duluth-Superior Metropolitan Interstate Council FY 2020 - 2021 Unified Transportation Planning Work Program and Budget

To view this plan online and for more information about its development,  
please visit [dsmic.org/planning/work-program-budget](http://dsmic.org/planning/work-program-budget)

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](http://www.arrowheadregion.com)  
and the [Northwest Regional Planning Commission](http://www.nwrpc.org)



221 West First Street, Duluth, MN 55802  
(218) 529-7541 / (800) 232-0707 / [micinfo@ardc.org](mailto:micino@ardc.org)  
[www.dsmic.org](http://www.dsmic.org)

Printed copies are also available by contacting the MIC at [micinfo@ardc.org](mailto:micino@ardc.org)



## Acknowledgements

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



## Non-Discrimination

The Duluth-Superior Metropolitan Interstate Council (MIC) operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes he or she has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the MIC.

For more information on the MIC's Title VI program and the procedures to file a complaint, contact MIC Director Ron Chicka at [rchicka@ardc.org](mailto:rchicka@ardc.org), by phone at (218) 529-7506, by mail or by visiting in person at the MIC office (address above). Complaint instructions and forms can also be found in the Title VI Non-Discrimination Program and Limited-English Proficiency Plan online at [dsmic.org/titlevi-policy](http://dsmic.org/titlevi-policy). If you would like a hard copy of the complaint instructions and/or forms mailed or emailed to you, or if Title VI information is needed in another language or another format, please contact the MIC office.

Duluth-Superior Metropolitan Interstate Council  
**2020 - 2021 UNIFIED TRANSPORTATION PLANNING WORK PROGRAM**

**TABLE OF CONTENTS**

Member and Staff Listing .....	vi
MIC Planning Area Map .....	vii
2010 Census Information.....	viii
MIC Mission, Purpose and Objectives .....	ix
Summary of 2019 Key Accomplishments.....	x
 <b>Short Range Planning Projects</b>	
MIC Area Pedestrian Plan .....	3
Proctor Transportation Plan .....	5
Update Erie Pier Management Plan .....	7
 <b>Ongoing Initiatives</b>	
Bicycle/Pedestrian Planning, Coordination & Implementation .....	11
Harbor Planning, Coordination & Implementation.....	12
Freight Planning, Coordination & Implementation.....	13
Transit Program Administration, Coordination and Monitoring.....	14
Roadway Planning, Coordination & Implementation.....	15
 <b>Long Range Planning and Coordination.....</b>	
LRTP Strategic Plan Summary .....	17
 <b>Transportation Improvement Program .....</b>	
2021 – 2024 Transportation Improvement Program	
2022 – 2025 Transportation Improvement Program	
 <b>MIC Administration</b>	
Program Administration, Coordination and Monitoring .....	27
Budget Note/Cost Allocation Plan.....	29
 <b>Budget for 2020-Work Program</b>	
2020 Funding Sources .....	33
2020 Transportation Planning Program Elements .....	35
2020 Cost Share Allocation Percentages - Combined MN & WI.....	37
2020 Cost Share Allocation - MN.....	38
2020 Cost Share Allocation - WI.....	39

## Table of Contents (continued)

### Budget for 2021 Work Program

2021 Funding Sources .....	43
2021 Transportation Planning Program Element .....	45
2021 Cost Share Allocation Percentages - Combined MN & WI.....	47
2021 Cost Share Allocation - MN.....	48
2021 Cost Share Allocation - WI.....	49

### Appendix

Metropolitan Planning Factors Matrix.....	53
FY 2020 MN Funds - Unified Planning Work Program (UPWP) Budget .....	55
FY 2021 MN Funds - Unified Planning Work Program (UPWP) Budget .....	56
MPO - UPWP Checklist.....	57
MIC Board Resolution Adopting the 2020 Work Program & Budget.....	59
ARDC Board Resolution to Enter into Contracts with Mn/DOT and NWRPC in Support of MIC Planning Activities for 2020 .....	61
2020 Calendar of MIC and TAC Meetings .....	63

# DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

## Member, Staff and Advisory Committee Listing – September 2019

<b>MIC Policy Board</b>	<b>Transportation Advisory Committee</b>
Broc Allen – Douglas Co. Suburban Townships	Bryan Anderson – MnDOT
Ed Anderson – Citizen Representative/City of Superior	David Bolf – City of Hermantown
Nick Baker – Douglas County Board ( <i>WI Co-chair</i> )	Mark Casey – City of Proctor
Warren Bender – Superior City Council	Kate Ferguson – Duluth Seaway Port Authority
Wayne Boucher – City of Hermantown, Mayor	Jim Foldesi – St. Louis County
Pete Clark – Douglas County Board	Jason Jackman – Douglas County
Earl Elde – St. Louis County Suburban Townships ( <i>Bd Secretary</i> )	Todd Janigo – City of Superior
Zack Filipovich – Duluth City Council	Chris Belden – Duluth Transit Authority
(vacant) – St. Louis County	Chris Lee – City of Duluth Planning
Rosemary Lear – Douglas County Board	Kris Liljeblad – City of Duluth
Dan Olson – Superior City Council	John McDonald - MnDOT ( <i>Chair</i> )
Sam Pomush – Douglas County Board	Shawna Mullen – Community Health
Bob Quade – Rice Lake City Council	Cari Pedersen – City of Duluth Engineering
Tom Szukis – DTA Board	Dena Ryan – WisDOT ( <i>Vice-Chair</i> )
Jenny VanSickle – Superior City Council	Jason Serck – City of Superior
Chad Ward – City of Proctor, Mayor	Karl Schuettler – Northspan Group/Econ Devel
Jim Filby Williams – Citizens Representative/City of Duluth	Cindy Voigt – City of Duluth Engineering
	Tom Werner – Duluth Airport Authority
<b>MIC Staff – ARDC (a)</b>	<b>MIC Staff – NWRPC (b)</b>
Ron Chicka, MIC Director	Sheldon Johnson, MIC Deputy Director
James Gittemeier, Principal Planner	
Barb Peterson, Administrative Assistant	<b>MIC Staff - ARDC</b>
Richard Sarran, GIS Specialist	Sister Mary Matthew, Finance Director
Rondi Watson, Planning Communications Coordinator	<b>Est Hours=200</b>
Mike Wenholz, Senior Planner	Linda Anderson, Assistant Finance Director
	<b>Est Hours=275</b>

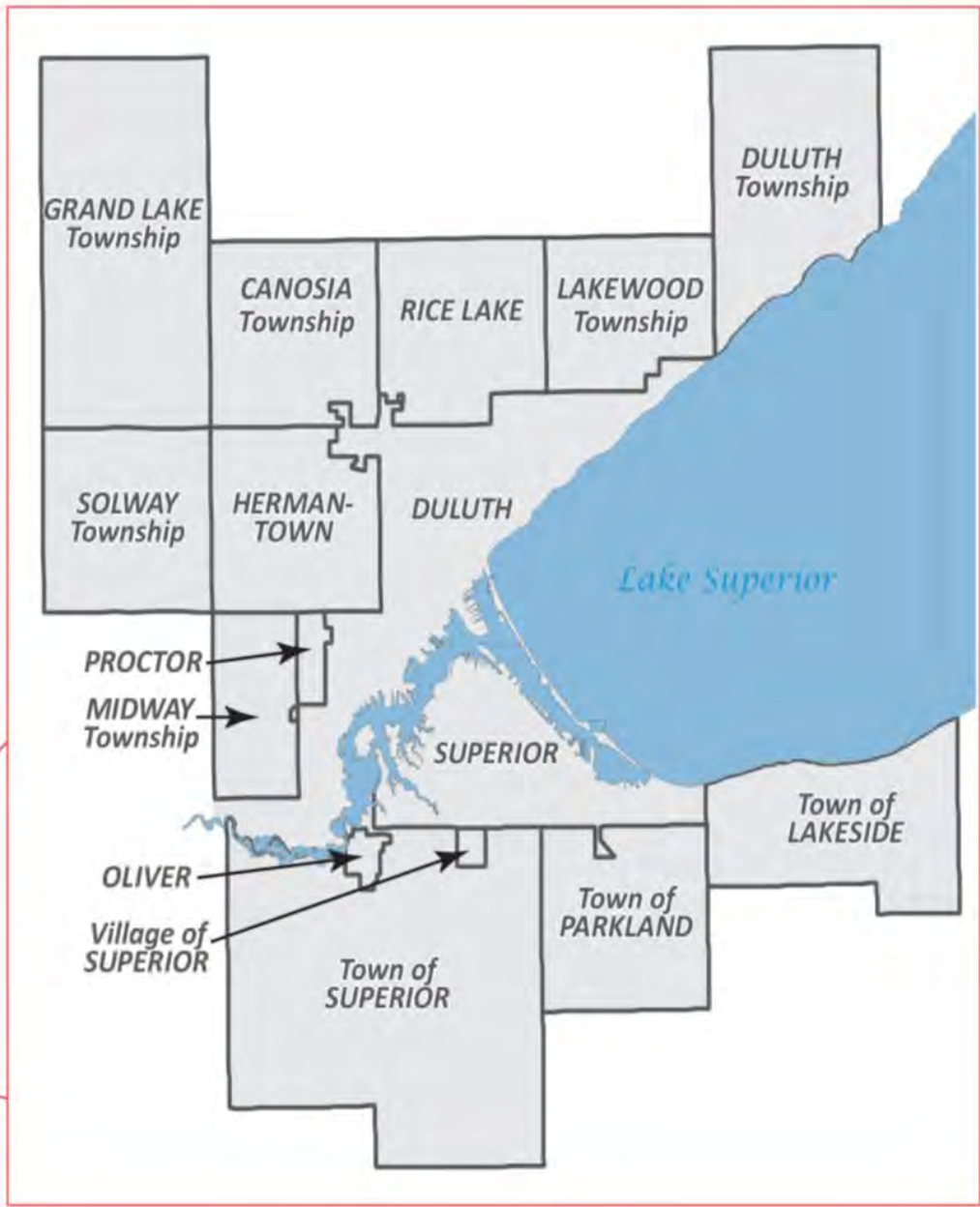
(a) All funded 100% out of MIC funding sources (Federal/State/Local)

(b) NWRPC staff time usage 35% of Wisconsin portion of MIC budget in 2020

# MIC PLANNING AREA



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



# 2010 CENSUS INFORMATION

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



# Duluth-Superior Metropolitan Interstate Council

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

## **PURPOSE & OBJECTIVES:**

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

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

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

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

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

# Summary of 2019 Key Accomplishments

## Short Range

### **MIC Area Safe Routes to School Program**

MIC staff supported walk and bike to school day educational, promotional and encouragement efforts at MPO area schools. In addition, MIC staff has continued to conduct monthly bike parking counts at each public school located in an urban setting in the Duluth-Superior area.

### **MIC Area-Wide Truck Route Study Update**

The update of the Truck Route Study was finalized and approved by the MIC Board in January. Its purpose was to provide the most efficient, safest, least disruptive truck routes through the metropolitan area for freight moved by trucks by engaging the trucking industry and examining the roadway network, traffic patterns, locations of freight generating companies and federal and state laws and regulations.

### **I-35/Bayfront Area Traffic Circulation Modeling and Special Event Traffic Control Plan**

This was a consultant-led project to model different scenarios and develop short- and long-term solutions to address congestion and other issues related to the mix of special event, commercial/ industrial traffic in the Bayfront/DECC/Canal Park area and adjacent I-35 corridor. Its recommendations include a mix of parking management, wayfinding, pedestrian and transit improvements as well as truck traffic considerations, and have short-, medium- and long-term timeframes for implementation.

### **Duluth-Superior Metropolitan Bikeways Plan**

This plan was a full update of the plan that dated from the mid-1990s, to improve the connectivity, mobility, safety and security of bicycling as a mode of transportation by identifying a fully-connected, signed bike route network in Duluth, Superior and outlying townships throughout the MIC area.

### **Campus Connector Trail Plan**

This was a joint planning effort between the City of Duluth and the MIC to develop a master plan for the Campus Connector Trail (formerly known as the Lowell to Lakewalk Trail) that will guide trail alignment and design. MIC staff provided guidance, coordination and technical assistance.

### **Superior Active Transportation Plan**

The MIC assisted the City of Superior with the development of its Active Transportation Plan that will take into account and pull together into one implementation document the MIC's previous bicycle and pedestrian planning work.

### **Bike and Pedestrian Advisory Committee (BPAC)**

The BPAC is an advisory committee to the MIC Policy Board and a stakeholder forum for discussing bike and pedestrian issues in this region. The committee provides direction and hands-on assistance with bike and pedestrian work tasks and sponsored a Bicycle Facility Design Workshop in March for area engineers and planners who work to implement them.

### **Bicycle and Pedestrian Counting Program**

The MIC continued to accumulate bike counts at defined times of the year across the MIC area to add to the existing database. We began deploying the automated count technology (Eco Counters) in April along multi-use path corridors near schools and in late May, following the last snowfall, tubes were installed as well to obtain the bicycle counts on these trails.

## **Harbor Technical Advisory Committee (HTAC)**

The HTAC is made up of 30 port and harbor stakeholders representing state, federal, county, city, environmental and industry interests. Its mission is to provide a forum for the discussion of harbor- and estuary-related issues and concerns, to promote the harbor's economic and environmental importance to the community, and to provide sound planning and management recommendations to the MIC. It meets four times a year:

### **General Freight Planning and Coordination**

The MIC's transportation planning and technical assistance role includes consideration of freight movement both landside and waterborne within the Duluth-Superior metropolitan area, and the broader northeast Minnesota-northwest Wisconsin region. The MIC made its Freight Model (from the Travel Demand Model) available to area partners to conduct a detailed scenario modeling effort centered on the two major bridges in the area (Blatnik and Bong).

### **General Transit Planning and Coordination**

The goal of this planning element is to ensure a coordinated and effective transit planning process is carried out within the Duluth-Superior metropolitan area. MIC staff works cooperatively with DTA staff to promote and program projects, services and plans that support and encourage transit use, and attend monthly DTA Board meetings to provide area-wide planning updates and to stay abreast of local transit policy decisions.

### **Rice Lake Road Corridor Study**

A joint project between St. Louis County Public Works and the MIC to develop a corridor plan for Rice Lake Road from Ridgeview Road to West Tischer Road. It will develop concepts of the Rice Lake Road corridor, a city street network, and access management. The MIC will assist St. Louis County staff with specific planning level tasks, including the examination of future operational and safety improvements, preparing data, maps, and figures and the plan document.

## **Long Range:**

### **MIC Long Range Transportation Plan – Sustainable Choices 2045**

This update of the MIC's LRTP offers planning initiatives and policy directives for all modes of transportation including air, bicycle, pedestrian, rail, roads, transit and waterways for the next twenty years. Focus areas for the update include an expanded performance measures component, and FAST Act compliance.

### **Transportation Improvement Programs (TIPs) for Duluth and Superior**

The list of federally funded transportation projects for the Duluth and Superior metropolitan areas for the current four-year TIPs (2019-2022) were amended as needed. The annual process of soliciting, prioritizing, and seeking public comment to develop the upcoming four-year program of projects (for 2020-2023) was conducted for both the Duluth and Superior metropolitan areas, in accordance with the timelines dictated by MnDOT and WisDOT, respectively.

(continued)

## *Summary of 2019 Key Accomplishments - continued*

### **Administration/Program Coordination**

- Statewide Planning Initiatives—MIC staff participated on numerous statewide planning efforts including the Minnesota Intercity Rail Forum, Wisconsin and Minnesota’s Statewide Freight Plans, and Multimodal plans.
- UPWP – budget development and approval.
- Board and Advisory Committee Meetings —Conducted all technical/policy board meetings, and public input sessions for stand-alone plans at locations accessible via public transportation and ADA compliant.



# SHORT RANGE PLANNING

This page left intentionally blank

### **DULUTH-SUPERIOR METROPOLITAN PEDESTRIAN PLAN**

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

#### **Background**

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

#### **Major Work Activities**

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

#### **Final Product**

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

#### ***Budget***

\$ 40,700      *CY 2020*

This page left intentionally blank



### PROCTOR TRANSPORTATION PLAN

**Objective:** *To define a comprehensive vision for the development of an integrated multimodal transportation system for the City of Proctor. It will incorporate the recommendations from several recent planning initiatives; consider upcoming (programmed) projects; enable stakeholders to prioritize future development directions; recommend strategic short- and long-term actions and strategies (including planning-level designs) to address current and future needs of citizens and visitors and facilitate the safe and efficient movement of people and goods; and will position the City and MnDOT to apply for or access available funding.*

#### Background

The City of Proctor has for many years been discussing significant transportation issues and projects including 2<sup>nd</sup> Street, the Boundary Ave interchange with I-35, US Hwy 2 in Downtown Proctor, Safe Routes to School for Bay View Elementary, Proctor High and Middle Schools, and trail connections to the Munger Trail and Hermantown. All of these have been viewed largely on an individual project level, but less so in a comprehensive multimodal city-wide lens. MnDOT is now proposing a highway improvement project and has requested this comprehensive Transportation Plan to take into consideration all the planned as well programmed projects within the City of Proctor and bring them together into a single transportation plan document.

#### Major Work Activities

- Form a steering committee to guide process
- Hire a consultant to help with select intersection and street designs and guiding the planning process.
- Review existing facilities including traffic volumes, roadway ownership, capital improvement programs (Proctor, St. Louis County & MnDOT District 1), and roadway and sidewalk conditions.
- Review past plans and studies pertaining to the transportation infrastructure within the City of Proctor.
- Develop an action plan, that includes a vision, goals and action steps.
- Develop specific recommendations.
- Identify funding sources and develop a strategy to implement the plan.

#### Final Product

A document providing a holistic and multimodal vision for the City of Proctor's transportation system, including designs of select intersections and streets, a review of the existing system, an action plan with goals and steps and a discussion of funding sources and strategy to implement the plan.

#### Budget

\$ 107,400      CY 2020 (*Included is the estimated cost of a consultant — \$80,000*)

This page left intentionally blank

### ERIE PIER MANAGEMENT PLAN

**Objective:** *Assist in the development of an updated and overhauled Erie Pier Management Plan by facilitating the process of updating the plan, providing general guidance and assistance.*

#### Background

Erie Pier is a confined disposal facility (CDF)/processing and reuse facility that receives and processes dredge material from the Duluth-Superior harbor. It is an important asset for the area port and shipping industry. The MIC facilitated the development of the Erie Pier Management Plan (EPMP), the goal of which was to outline the steps necessary to expand the beneficial reuse of dredged materials and revise management and processing of dredged materials to ensure that the need for another CDF would be avoided indefinitely. The plan was completed in 2007. Numerous MIC partners have asked that the EPMP be updated, and thus we will be starting the process of doing so, with an initial meeting expected late in 2019. It is anticipated that there will be numerous meetings and work associated with the EPMP update throughout 2020.

#### Major Work Activities

- Talk with key MIC partners in preparation of the commencement of the update of the EPMP.
- Facilitate meetings with key MIC partners to assist updating the EPMP.
- Determine the roles and responsibilities of all involved partners for the update of the EPMP.
- Carry out the roles and responsibilities of the MIC for the update of the EPMP, once they are determined.

#### Final Product

An updated Erie Pier Management Plan. The preliminary anticipated completion of this plan is late 2020 or during the first half of 2021.

#### Budget

\$ 48,000      CY 2020

This page left intentionally blank



# **ONGOING INITIATIVES**

This page left intentionally blank

**BICYCLE / PEDESTRIAN PLANNING, COORDINATION & IMPLEMENTATION**

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

**Background**

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

**Major Work Activities**

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

**Special Projects – Short Range**

- **Duluth–Superior Metropolitan Safe Routes to School:** Provide technical assistance, planning support and coordination with schools and local roadway jurisdictions on plans, projects and programs.
- **Superior Active Transportation Plan:** Assist the City of Superior with the development of the Active Transportation Plan. This plan will take into account and pull together into one implementation document the MIC’s previous bicycle and pedestrian planning work.
- **Cross City Trail:** Provide coordination and technical assistance to implement and fund the Lakewalk to Munger Trail missing connection.
- **Bicycle & Pedestrian Counting Program:** Continue to develop the Twin Ports bicycle and pedestrian count program. Evaluate the program, and to ensure long term sustainability, continue to build relationships with jurisdictions agencies and organizations, especially public works departments.
- **Duluth Superior Metropolitan Bikeways Plan:** develop an implementation plan for the newly approved Bikeways Plan that focuses on wayfinding, prioritizing corridors and next steps, and creating a timeline and process for undertaking the plan’s recommended bikeways studies.
- **Rice Lake Trails Plan:** Assist city officials and citizens with conducting a complete review and analysis of the transportation system and land uses. Create a vision and a master plan for active transportation which meet city goals and have identified policies, programs, projects and costs.

**Final Product**

Products vary depending on the specific tasks within this element. Some tasks are purely administrative or coordination in nature. Projects ongoing through 2021.

**Budget**

\$ 40,900	CY 2020
\$ 47,800	CY 2021

**HARBOR PLANNING, COORDINATION & IMPLEMENTATION**

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

**Ongoing Work Activities**

- Provide primary staff support for the MIC’s Harbor Technical Advisory Committee (HTAC).
- Provide a forum for interagency discussion and cooperation on harbor business and environmental issues.
- Provide support and staff time toward the development of the Dredge Material Management Plan (DMMP) for the ports of Duluth and Superior.
- Work toward updating the Erie Pier Management Plan.
- Assist in finding and promoting viable use/reuse of dredge materials locally.
- Assist in developing recreational paddler and boater safety in the harbor and near-shore area.
- Assist with efforts to better define Environmental Windows within the harbor and estuary
- Assist the Duluth Seaway Port Authority as needed with redevelopment or use of the Clure Terminal or Clure Expansion, such as CN Cargo Connect
- Assist with implementation of the St Louis River Area of Concern Implementation Framework
- Advocate for port use and improvements.
- Support and advocate for the implementation of the 26 recommendations of the 2016 Port Land Use Plan
- Seek additional funding sources to supplement work activities
- Staff HTAC subcommittees
  - ◊ Dredging
  - ◊ Navigation & Safety
  - ◊ Membership & By-Laws
- Report HTAC activities to the MIC Policy Board.
- Present the HTAC as a model for other ports and communities to replicate

**Final Product**

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

**Budget**

\$ 40,200      CY 2020  
\$ 50,100      CY 2021

**FREIGHT PLANNING, COORDINATION & IMPLEMENTATION**

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

**Major Work Activities**

- Continue consultation with WisDOT and City of Superior regarding long term planning options for US HWY 2/Winter St corridor and Belknap Street regarding freight movement.
- Work with all area agencies and jurisdictions toward implementing the recommendations and policies outlined in the Minnesota/Wisconsin Freight Plan.
- Work with MnDOT Office of Freight staff and WisDOT staff as we develop freight profiles (commodities moved, tonnage, flows, etc.) for the Northeast Area Transportation Partnership (NE ATP) and the 10-county northwest region of Wisconsin.
- Assist with the recent State of Wisconsin’s Freight Plan and continuing meeting of the Freight Advisory Committee..
- Continue to provide assistance in route identification and overcoming barriers to oversize load movements through the MIC area.
- Continue efforts to integrate freight movement needs into mainstream transportation planning.
- Integrate freight movement needs into the MIC’s Long Range Transportation Plan.
- Continue to update/monitor Area Freight Model Start facilitating one or two meetings annually of the stakeholders who participated in the update of the MIC’s Truck Route Study. The stakeholders proposed having such meetings to share information, ideas, and concerns.
- Monitor recommendations of the MnDOT District 1 Regional Freight Plan.

**Budget**

\$ 29,600 CY 2020  
\$ 31,800 CY 2021

**TRANSIT PROGRAM ADMINISTRATION, COORDINATION AND MONITORING**

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

**Major Work Activities**

- Prepare and attend regular meetings of the DTA Board of Directors and other ad hoc meetings with DTA staff.
- Provide regular progress reports on transit planning activities to ARDC, NWRPC and state and federal agencies.
- Complete quarterly invoices and progress reports for submittal to state and federal agencies.
- Attend regular meetings of the DTA STRIDE Advisory Committee (elderly and disabled service).
- Assist DTA with strategic planning initiatives.
- Assist DTA on development and implementation of marketing initiatives.
- Assist the DTA with ADA issues.
- Assist NWRPC and/or jurisdictions including the City of Superior with a Public Transit-Human Services Transportation Coordination Plan. Douglas County/NWRPC just completed their update for 2019–2023 which can found at <http://nwrpc.com/DocumentCenter/> under Transportation Planning.
- Coordinate with Arrowhead Transit efforts as opportunities arise for this action.
- Bus Rapid Transit (BRT) – coordinate with the DTA on BRT study which is looking at a series of major transit corridors to apply BRT as well as the level and type of BRT that is appropriate and sustainable for the MIC area.
- Connected & Autonomous Vehicles (CAV) – coordinate with local, state and federal jurisdictions to begin determine timeframes and first steps in planning for CAV.
- Traffic Signal Management Study – coordinate with the DTA and local jurisdictions on an evaluation of the future needs of a connected traffic signal system that will allow for transit signal priority and CAV.
- Comprehensive Operations Analysis – The DTA/City of Superior is undertaking a comprehensive transit operational analysis and service design recommendations study utilizing FTA 5304 and 5307 funding. *(Administrative Amendment - 2.19.20)*

**Special Projects:** MIC Staff will continue to assist the DTA staff as the need arises, per our DTA-DOT-MIC Memorandum of Understanding (MOU).

**Budget**

\$ 34,800 CY 2020  
\$ 38,900 CY 2021

**ROADWAY PLANNING, COORDINATION & IMPLEMENTATION**

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

**Special Projects – Short Range**

- **Superior – South Tower Avenue (STH 35) Study:** MIC staff will provide monitoring functions associated with the redesign that has taken a first step along this corridor from a four-lane roadway to a two-way configuration with a center-lane dual turn lane. Further measures are to be built in 2020 to aid pedestrian flows and safety measures for vehicular traffic.
- **Superior E. 2<sup>nd</sup> Street/Hwy 2/53 – 18<sup>th</sup> Avenue to 23<sup>rd</sup> Avenue:** Following on the completion of the MIC's study for this corridor in Superior, staff will monitor plan recommendations and participate in near-term implementation activities as the city/state deems necessary.
- **Duluth – Superior St Reconstruction:** MIC staff will continue to provide assistance in terms of multimodal needs to the City of Duluth as they continue the development of the plans for the reconstruction of Superior St from 6<sup>th</sup> Ave W to 4<sup>th</sup> Ave E. Construction in 2018-20.
- **St Louis County – Rice Lake Commercial Corridor Study:** MIC staff will assist the County with specific planning level tasks (i.e. data collection/analysis, public input, model analysis) as a component of their larger transportation/land use plan for a section of Rice Lake Road centered around the intersection with Martin Road conducted for the City of Rice Lake. The larger plan will be examining improvements to future operational and safety aspects of the roadway including proper access control for the corridor.
- **Central Entrance**— coordinate with MnDOT District 1 on planning aspects of this full reconstruction project. As separate, but coordinated land use (Duluth lead Small Area Plan) and transportation (MIC lead) have been conducted in anticipation of an eventual reconstruction project. Work is now focused on taking the vision set in these two plans and implementing it. The MIC can specifically assist with stakeholders and the general public input which will be necessary to move forward.
- **I-35 Corridor**— coordinate with MnDOT District 1 on a I-35 Corridor Study through the MPO. This study will evaluate structural needs of the existing infrastructure, mitigating impacts, identifying long term system issues and needs, and rebuilding this major thoroughfare based on a planned community vision.

**Budget**

\$	19,700	CY 2020
\$	90,300	CY 2021 (\$50,000 included for possible consultant use for Central Entrance Plan)

This page left intentionally blank



# **LONG RANGE PLANNING & COORDINATION**

This page left intentionally blank

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

### LRTP “Sustainable Choices 2045” Implementation

- Sustainable Choices 2045 will be used to frame the MIC’s annual workplans and work.
- Significant time and effort will be made to regularly implement the goals and objectives of the plan. To this end, the LRTP Committee will be brought together to develop an Implementation Strategy (IS) for Sustainable Choices 2045. It is anticipated the IS will include a list of priorities, a process for determining priorities, and some sort of reporting of progress made (perhaps a “report card”).
- Significant effort will be made to ensure Sustainable Choices 2045 is useful to MIC staff, our partners, and others. This includes making it easier to identify and prioritize individual steps towards implementation, and include a scheduled plan for reporting back on progress made towards implementation.
- The local Transportation Improvement Program (TIP) process will be updated to better align with the goals and objectives of Sustainable Choices 2045.
- MIC staff will use comments received during the development of Sustainable Choices 2045 to assist in pertinent projects and plans it works on. Similarly, these comments will be shared with partners and local jurisdictions, as appropriate as they pertain to given projects and studies.
- All required updated federal and state performance measures will be listed and incorporated into the implementation of Sustainable Choices 2045.
- MIC staff will debrief on the process and work required to complete Sustainable Choices 2045 in order to consider improvements for the 2050 LRTP update. As much as practical, these improvements will be documented.
- Initial steps for the 2050 LRTP update will be made.

### Special Projects – Short Range

- **Area Asset Management Measures:** The MIC will continue to monitor development of this issue with our Transportation Advisory Committee (TAC) and Policy Board (MIC) aimed at performance measures and target measures that reflect Federal and State directives and guidelines, as well as regional objectives and priorities. In support of these efforts, the MIC may be developing tools and procedures for the collection and archiving of various performance-related data, such as pavement quality data and crash data.

(continue)

(continued)

- **Travel Demand Model Update:** The MIC will work with our chosen consultant (over next three year interval) to update socioeconomic data that is at the foundation of the Duluth-Superior travel demand model, as well as continue to explore options for improving the process, structure, and/or inputs associated with the model. This will include moving from a TAZ-based model to one that is census block based, per the new standard of data collection.

Throughout 2020 and 2021, the consultant team will also work with MIC staff on an as-needed, on-call basis to complete various traffic modeling activities. General tasks include:

- \* A Reduced Conflict Intersection (RCI) planning study for a section of USH 53 near the intersection of Midway Road (St Louis Co and the DOT will assist in this effort);
  - \* Providing continuing model development support as needed;
  - \* Providing training to MIC staff on the model and forecasting practices;
  - \* Completing level-of-service model runs for individual corridors/projects.
- **Long Range Projects Map - Interactive Mapping Application:** The MIC will continue to refine and make the projects within the LRTP more user-friendly via graphics and other visual enhancements, as well as explore the potential for converting the map into an interactive, web-based tool.
  - **Minnesota and Wisconsin Statewide Initiatives:** Continue work with WisDOT and MnDOT toward implementation measures related to the state's long range multi-modal plans such as Wisconsin Connections 2030, Minnesota Statewide Multimodal Transportation Plan, Minnesota State Highway Investment Plan and continuing (both MN and WI) statewide freight planning initiatives.
  - **NHS – Intermodal Connectors:** The National Highway System (NHS) consists of roadways important to the nation's economy, defense, and mobility, and was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs). The recent updates to the MIC-area intermodal connectors are incorporated into *Sustainable Choices 2045*. The MIC will continue to promote updates to intermodal connectors within the MIC area, as needed.
  - MIC staff will participate in appropriate Transportation Performance Management (TPM) and related activities as necessary.

### Final Product

An Implementation Strategy of *Sustainable Choices 2045* is anticipated to be completed in 2020.

### Budget

\$ 151,000 CY 2020 (*Consultant assistance = \$65,000*)  
\$ 139,500 CY 2021 (*Consultant assistance = \$25,000*)

**TRANSPORTATION IMPROVEMENT PROGRAM  
(TIP)**

This page left intentionally blank

## 2021 – 2024 TRANSPORTATION IMPROVEMENT PROGRAM (CY 2020)

## 2022 – 2025 TRANSPORTATION IMPROVEMENT PROGRAM (CY 2021)

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

### Ongoing Work Activities

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

### Special Projects – Short Range

- **Project Selection Process Update:** With the approval of Sustainable Choices 2045, the TIP Project Selection Process will be updated to reflect the goals of the LRTP plan. Work on updating this will primarily take place in 2020.
- **Create a TIP Project Change Application:** An application format that jurisdictions can use when asking for as TIP Amendment/Administrative Modification.
- **Update TIP Solicitation Application to Inquire About Projected Project Benefits towards Performance Measure and Transit Asset Management Targets.**

### Final Product

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

### Budget

\$ 58,800 CY 2020  
\$ 73,900 CY 2021

This page left intentionally blank



# **MIC ADMINISTRATION**

This page left intentionally blank

## **PROGRAM ADMINISTRATION, COORDINATION AND MONITORING**

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

### **Major Work Activities**

#### **Program Administration**

- Project task administration and communication between the MIC and its advisory committees.
- Prepare budgets and quarterly progress reports.
- Administer strategic planning for the MPO staff and advisory committees.
- Assist WisDOT with grant applications, if need.
- Provide the MPO Policy Board, ARDC Board, Northwest RPC Board and other relevant agencies and/or public leaders with information on the MPO's planning functions.

#### **Program Coordination**

- Consult with all MIC-area levels of government.
- Conduct mid-year review meeting with state and federal agencies (tentative date for 2020 – July 15, 2020).
- Track and/or respond to federal and state transportation issues.
- Cooperate with ARDC staff and all MPO jurisdictions with regard to GIS activities.
- Produce transportation project news releases and maintain social media contacts on an ongoing basis.
- Prepare and conduct ad hoc meetings to promote transportation initiatives.

#### **Work Program Development & Monitoring**

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

#### **Statewide and District Planning**

- Assist each DOT in statewide multimodal planning efforts.

#### **Training, Workshops and Conferences**

- Attend WISDOT and MNDOT statewide MPO directors' meetings as scheduled. The Wisconsin DOT holds quarterly meetings in the months of January, April, July and October.
- Attend various statewide functions or workshops relevant to the MIC.
- Participate in meetings of the TRB ADA30 (Small and Medium MPOs) and continuing regional/national meetings of the TRB Asset Management committee.
- Attend workshops that promote staff development. These will take the form of computer software training, personal writing, and speaking courses or similar presentation skills training.
- Participate in meetings/workshops as a Board Member of AASHTO's Census Transportation Planning Products Oversight Board.

- Attendance/participation on Association of Metropolitan Planning Organization (AMPO)'s Board of Directors. Spring 2020— Annual Board meeting ; Fall 2020—National Meeting/Conference
- Attend select National Association of Development Organizations (NADO) and American Planning Association (APA) workshops and conferences.
- Attendance and presentations for FHWA (as requested) national workshops/meetings for Freight and Mega-region task forces.

### **Public Involvement Plan (PIP) Update**

The MIC's 2018 Public Involvement Plan (PIP) is fully compliant with all metropolitan transportation planning process requirements as identified in 23 CFR 450.316. However, as part of its evaluation of the 2045 update of the LRTP and in advance of the upcoming TIP development cycles, MIC staff will be reviewing its specified processes for public involvement, participation, and consultation. If needed changes are identified, the PIP may potentially require an formal amendment, which will be conducted in accordance with all public involvement requirements for that plan, including a 45-day public comment period.

The MIC's Public Involvement Plan can be accessed online at [dsmic.org/study/pip](https://dsmic.org/study/pip).

### **Communication Initiatives**

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

### **Final Product**

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

### **Budget**

\$	293,200	CY 2020
\$	311,500	CY 2021

## **MIC Administrative Cost Allocation**

**NOTE:**

Beginning with the 2015 CY Budget, the MIC accounts for financial staff time from our host agency (ARDC) in a manner changed from prior years. ARDC administrative staff time is incorporated into our budget in the same manner as any other staff person of the MIC. (Hour estimates for ARDC staff are noted on page vi). A copy of the 2019 ARDC Cost Allocation Plan can be accessed online

[2019 ARDC Cost Allocation Plan](#)

*(right click and choose "open hyperlink")*

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

This page left intentionally blank

# **2020 BUDGET**

This page left intentionally blank



## MIC Unified Transportation Planning Work Program

### 2020 FUNDING SOURCES

#### MINNESOTA

Federal Highway Administration (CPG – Minnesota)**	\$ 611,335
Minnesota State Funds (MnDOT)	\$ 60,524
Arrowhead Regional Development Commission (ARDC) - Match**	\$ 107,441

**MINNESOTA TOTAL** \$ 779,300

#### WISCONSIN

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

**WISCONSIN TOTAL** \$ 85,000

**WISCONSIN + MINNESOTA FUNDING TOTALS** **\$ 864,300**

*\*\* Additional Discretionary funds available for 2020*

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

This page left intentionally blank

## Duluth – Superior Metropolitan Interstate Council

### 2020 MIC TRANSPORTATION PLANNING PROGRAM ELEMENTS

Project Type	Project Name	Hours	Salaries	Fringe	Indirect	Direct	Totals*
<b>Short Range</b>							
Duluth-Superior	Duluth-Superior Ped Plan	800	\$27,442	\$9,008	\$3,281	\$969	\$40,700
Proctor	Proctor Transportation Plan	350	\$13,949	\$4,743	\$1,682	\$87,026	\$107,400
Duluth-Superior	Erie Pier Management Plan	600	\$18,965	\$6,233	\$2,268	\$20,534	\$48,000
MIC Area-wide	Metropolitan Bike/Ped Planning	850	\$27,160	\$8,912	\$3,247	\$1,581	\$40,900
MIC Area-wide	Harbor Planning	650	\$26,252	\$8,926	\$3,166	\$1,856	\$40,200
MIC Area-wide	Freight Planning and Coordination	450	\$19,708	\$6,593	\$2,367	\$932	\$29,600
MIC Area-wide	Transit Planning	675	\$22,594	\$7,574	\$2,715	\$1,916	\$34,800
MIC Area-wide	Roadway Planning and Coordination Planning and Coordination	400	\$12,840	\$4,258	\$1,539	\$1,063	\$19,700
	<b>SUB TOTAL</b>	<b>4,775</b>	<b>\$168,910</b>	<b>\$56,247</b>	<b>\$20,265</b>	<b>\$115,877</b>	<b>\$361,300</b>
<b>Long Range</b>							
MIC Area-wide	Long Range Planning/Coordination	1,525	\$50,684	\$17,124	\$6,103	\$77,090	\$151,000
<b>TIP</b>							
MN and WI	Transportation Improvement Program	950	\$32,755	\$11,029	\$3,941	\$11,076	\$58,800
<b>Administration</b>							
MIC Area-wide	MIC Administration / Coordination	4,000	\$142,900	\$48,048	\$17,185	\$85,067	\$293,200
	<b>GRAND TOTAL*</b>	<b>11,250</b>	<b>\$395,249</b>	<b>\$132,448</b>	<b>\$47,494</b>	<b>\$289,110</b>	<b>\$864,300</b>

\*Rounding results in some totals off by \$ 1.

This page left intentionally blank

**DULUTH - SUPERIOR METROPOLITAN INTERSTATE COUNCIL  
2020 COMBINED MN/WI COST SHARE ALLOCATION PERCENTAGE**

	<b>Total (MN/WI)</b>	<b>MN - CPG* Federal</b>	<b>MN - ST Match</b>	<b>MN - L Match</b>	<b>WI - CPG* Federal</b>	<b>WI - ST Match</b>	<b>WI - L Match</b>
<b>Short Range Planning</b>	\$ 361,300	\$ 255,554	\$ 25,300	\$ 44,913	\$ 28,426	\$ 1,323	\$ 5,783
	100.00%	70.73%	7.00%	12.43%	7.87%	0.37%	1.60%
<b>Long Range Planning</b>	\$ 151,000	\$ 106,805	\$ 10,574	\$ 18,771	\$ 11,880	\$ 553	\$ 2,417
	100.00%	70.73%	7.00%	12.43%	7.87%	0.37%	1.60%
<b>TIP</b>	\$ 58,800	\$ 41,590	\$ 4,118	\$ 7,309	\$ 4,626	\$ 216	\$ 941
	100.00%	70.73%	7.00%	12.43%	7.87%	0.37%	1.60%
<b>Administration</b>	\$ 293,200	\$ 207,386	\$ 20,532	\$ 36,448	\$ 23,068	\$ 1,074	\$ 4,693
	100.00%	70.73%	7.00%	12.43%	7.87%	0.37%	1.60%
<b>TOTALS</b>	\$ 864,300	\$ 611,335	\$ 60,524	\$ 107,441	\$ 68,000	\$ 3,166	\$ 13,834
	100.00%	70.73%	7.00%	12.43%	7.87%	0.37%	1.60%

Rounding results in some totals off by \$1.

\* Consolidated Planning Grant

**DULUTH - SUPERIOR METROPOLITAN INTERSTATE COUNCIL  
2020 COST SHARE ALLOCATION  
-- MINNESOTA PORTION --**

MIC Element / Project #	TOTAL COSTS	MN-CPG* Federal (a)	MN - State MATCH (a)	MN - Local MATCH
<b>Short Range Planning</b>	\$325,767	\$255,554	\$25,300	\$44,913
	100.00%	78.45%	7.77%	13.79%
Areawide - Duluth-Superior Ped Plan				
Duluth - Proctor Transportation Plan				
Erie Pier Management Plan Update				
Metropolitan Bicycle/Ped Planning				
Harbor Planning and Coordination				
Freight Planning and Coordination				
Transit Planning				
Roadway Planning and Coordination				
Long Range Planning	\$136,150	\$106,805	\$10,574	\$18,771
	100.00%	78.45%	7.77%	13.79%
<b>Transportation Improvement Program (TIP)</b>				
TIP	\$53,017	\$41,590	\$4,118	\$7,309
	100.00%	78.45%	7.77%	13.79%
<b>Administration</b>				
MIC Administration	\$264,366	\$207,386	\$20,532	\$36,448
	100.00%	78.45%	7.77%	13.79%
<b>GRAND TOTALS **</b>	\$779,300	\$611,335	\$60,524	\$107,441
	100.00%	78.45%	7.77%	13.79%

\* Consolidated Planning Grant

\*\* Rounding results in some totals off by \$1.

**DULUTH - SUPERIOR METROPOLITAN INTERSTATE COUNCIL  
2020 COST SHARE ALLOCATION  
-- WISCONSIN PORTION --**

MIC Element / Project #	Total Costs	WI-CPG* Federal	WI - State MATCH	WI - Local MATCH
<b>Short Range Planning</b>	\$35,532	\$28,426	\$1,323	\$5,783
	100.00%	80.00%	3.72%	16.28%
Areawide - Duluth-Superior Ped Plan Duluth - Proctor Transportation Plan Eirie Pier Management Plan Update  Metropolitan Bicycle/Ped Planning Harbor Planning and Coordination Freight Planning and Coordination Transit Planning Roadway Planning and Coordination				
<b>Long Range Planning</b>	\$14,850	\$11,880	\$553	\$2,417
Long Range Planning	100.00%	80.00%	3.72%	16.28%
<b>Transportation Improvement Program (TIP)</b>	\$5,783	\$4,626	\$216	\$941
TIP	100.00%	79.99%	3.74%	16.27%
<b>Administration</b>	\$28,835	\$23,068	\$1,074	\$4,693
MIC Administration	100.00%	80.00%	3.72%	16.28%
	\$85,000	\$68,000	\$3,166	\$13,834
<b>GRAND TOTALS **</b>	100.00%	80.00%	3.72%	16.28%

\* Consolidated Planning Grant

This page left intentionally blank



# 2021 Budget

This page left intentionally blank

## MIC Unified Transportation Planning Work Program

### 2021 FUNDING SOURCES

#### MINNESOTA

Consolidated Planning Grant (CPG – Minnesota)	\$ 546,935
Minnesota State Funds (MnDOT)	\$ 60,524
Arrowhead Regional Development Commission (ARDC) - Match	\$ 91,341

**MINNESOTA TOTAL** **\$ 698,800**

#### WISCONSIN

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

**WISCONSIN TOTAL** **\$ 85,000**

**WISCONSIN + MINNESOTA FUNDING TOTALS** **\$ 783,800**

This page left intentionally blank

**Duluth – Superior Metropolitan Interstate Council**

**2021 MIC TRANSPORTATION PLANNING PROGRAM ELEMENTS**

<b>Project Type</b>	<b>Project Name</b>	<b>Hours</b>	<b>Salaries</b>	<b>Fringe</b>	<b>Indirect</b>	<b>Direct</b>	<b>Totals*</b>
<b>Short Range</b>							
MIC Area-wide	Metropolitan Bike/Ped Planning	1,000	\$31,922	\$10,423	\$3,811	\$1,644	\$47,800
MIC Area-wide	Harbor Planning	850	\$33,121	\$11,154	\$3,985	\$1,841	\$50,100
MIC Area-wide	Freight Planning and Coordination	475	\$21,178	\$7,093	\$2,544	\$985	\$31,800
MIC Area-wide	Transit Planning	725	\$25,383	\$8,523	\$3,051	\$1,943	\$38,900
MIC Area-wide	Roadway Planning and Coordination Planning and Coordination	875	\$27,096	\$8,890	\$3,239	\$51,075	\$90,300
	<b>SUB TOTAL</b>	<b>3,925</b>	<b>\$138,700</b>	<b>\$46,083</b>	<b>\$16,630</b>	<b>\$57,488</b>	<b>\$258,900</b>
<b>Long Range</b>							
MIC Area-wide	Long Range Planning/Coordination	1,950	\$69,589	\$23,499	\$8,378	\$38,034	\$139,500
<b>TIP</b>							
MN and WI	Transportation Improvement Program	1,200	\$42,493	\$14,286	\$5,110	\$12,010	\$73,900
<b>Administration</b>							
MIC Area-wide	MIC Administration / Coordination	4,175	\$155,457	\$52,318	\$18,700	\$85,026	\$311,500
	<b>GRAND TOTAL*</b>	<b>11,250</b>	<b>\$406,239</b>	<b>\$136,186</b>	<b>\$48,818</b>	<b>\$192,558</b>	<b>\$783,800</b>

*\*Rounding results in some totals off by \$ 1.*

This page left intentionally blank

DULUTH - SUPERIOR METROPOLITAN INTERSTATE COUNCIL

2021 COMBINED MN/WI COST SHARE ALLOCATION PERCENTAGE

	Total (MN/WI)	MN - CPG* Federal	MN - ST Match	MN - L Match	WI - CPG* Federal	WI - ST Match	WI - L Match
<b>Short Range Planning</b>	\$ 258,900	\$ 180,660	\$ 19,992	\$ 30,171	\$ 22,461	\$ 1,046	\$ 4,570
	100.00%	69.78%	7.72%	11.65%	8.68%	0.40%	1.77%
<b>Long Range Planning</b>	\$ 139,500	\$ 97,343	\$ 10,772	\$ 16,257	\$ 12,103	\$ 563	\$ 2,462
	100.00%	69.78%	7.72%	11.65%	8.68%	0.40%	1.76%
<b>TIP</b>	\$ 73,900	\$ 51,567	\$ 5,706	\$ 8,612	\$ 6,411	\$ 299	\$ 1,304
	100.00%	69.78%	7.72%	11.65%	8.68%	0.40%	1.76%
<b>Administration</b>	\$ 311,500	\$ 217,365	\$ 24,054	\$ 36,301	\$ 27,025	\$ 1,258	\$ 5,498
	100.00%	69.78%	7.72%	11.65%	8.68%	0.40%	1.77%
<b>TOTALS</b>	\$ 783,800	\$ 546,935	\$ 60,524	\$ 91,341	\$ 68,000	\$ 3,166	\$ 13,834
	100.00%	69.78%	7.72%	11.65%	8.68%	0.40%	1.76%

Rounding results in some totals off by \$1.

\* Consolidated Planning Grant

**DULUTH - SUPERIOR METROPOLITAN INTERSTATE COUNCIL  
2021 COST SHARE ALLOCATION  
-- MINNESOTA PORTION --**

MIC Element / Project #	Total Costs	MN-CPG* Federal	MN - State MATCH	MN - Local MATCH
<b>Short Range Planning</b>	\$211,619	\$161,300	\$21,490	\$28,829
	100.00%	76.22%	10.16%	13.62%
Metropolitan Bicycle/Ped Planning				
Harbor Planning and Coordination				
Freight Planning and Coordination				
Transit Planning				
Roadway Planning and Coordination				
 Long Range Planning	 \$96,008	 \$73,179	 \$9,750	 \$13,079
	100.00%	76.22%	10.16%	13.62%
<b>Transportation Improvement Program (TIP)</b>				
TIP	\$48,747	\$37,156	\$4,950	\$6,641
	100.00%	76.22%	10.15%	13.62%
<b>Administration</b>				
MIC Administration	\$239,626	\$182,647	\$24,334	\$32,645
	100.00%	76.22%	10.15%	13.62%
<b>GRAND TOTALS **</b>	\$596,000	\$454,282	\$60,524	\$81,194
	100.00%	76.22%	10.16%	13.62%

\* Consolidated Planning Grant

\*\* Rounding results in some totals off by \$1.



**DULUTH - SUPERIOR METROPOLITAN INTERSTATE COUNCIL  
2021 COST SHARE ALLOCATION  
-- WISCONSIN PORTION --**

MIC Element / Project #	TOTAL COSTS	WI-CPG* Federal	WI - State MATCH	WI - Local MATCH
<b>Short Range Planning</b>	\$30,180	\$24,144	\$1,124	\$4,912
	100.00%	80.00%	3.72%	16.28%
Metropolitan Bicycle/Ped Planning				
Harbor Planning and Coordination				
Freight Planning and Coordination				
Transit Planning				
Roadway Planning and Coordination				
<b>Long Range Planning</b>				
Long Range Planning	\$13,692	\$10,954	\$510	\$2,228
	100.00%	80.00%	3.72%	16.27%
<b>Transportation Improvement Program (TIP)</b>				
TIP	\$6,953	\$5,562	\$259	\$1,132
	100.00%	79.99%	3.73%	16.28%
<b>Administration</b>				
MIC Administration	\$34,175	\$27,340	\$1,273	\$5,562
	100.00%	80.00%	3.72%	16.28%
<b>GRAND TOTALS</b>	\$85,000	\$68,000	\$3,166	\$13,834
	100.00%	80.00%	3.72%	16.28%

\* Consolidated Planning Grant

\*\* Rounding results in some totals off by \$1.

This page left intentionally blank

# APPENDIX

This page left intentionally blank

**APPENDIX I: METROPOLITAN PLANNING FACTORS**

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

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

FAST Act Metropolitan Planning Factors in the MIC’s 2020-2021 UPWP												
UPWP Category	UPWP Elements	Metropolitan Planning Factors										
		1	2	3	4	5	6	7	8	9	10	11
Short Range	Areawide-Duluth-Superior Ped Plan		X			X	X	X	X	X		X
	Proctor Transportation Plan	X	X		X	X			X	X		
	Erie Pier Management Plan Update	X				X		X			X	
	Bike and Pedestrian Planning		X		X	X		X	X	X	X	
	Harbor Planning	X		X	X	X			X			X
	Freight Planning	X		X	X		X		X		X	X
	Transit Planning		X	X		X	X	X		X	X	X
	Roadway Planning	X	X	X	X	X	X	X	X	X	X	X
Long Range	L RTP Update – Compliance	X	X	X	X	X	X	X	X	X		X
	– Operations & Maintenance (i.e. PQI)	X	X	X	X		X		X	X	X	X
	– Performance Measures	X	X	X	X	X		X	X	X	X	X
TIP	Transportation Improvement Program 2020-2023	X	X		X		X	X		X	X	X
Administration	Unified Planning Work Program	X		X		X	X	X	X	X		X

This page left intentionally blank

FY 2020 Unified Planning Work Program Budget - Minnesota Funding Sources					
UPWP Category	Project Title	Federal Funding Amount	Local Funding Amount (a)	Total Funding Amount	
Short Range	Areawide-Duluth-Superior Ped Plan	\$28,789	\$7,912	\$36,701	
	Proctor Transportation Plan	\$75,964	\$20,870	\$96,834	
	Erie Pier Management Plan	\$33,952	\$9,326	\$43,279	
	Bike and Pedestrian Planning	\$28,931	\$7,949	\$36,879	
	Harbor Planning	\$28,433	\$7,811	\$36,244	
	Freight Planning	\$20,936	\$5,751	\$26,687	
	Transit Planning	\$24,614	\$6,764	\$31,378	
	Roadway Planning	\$13,934	\$3,830	\$17,764	
		<b>SubTotal</b>	\$255,553	\$70,213	\$325,767
Long Range	Long Range Plan Update	\$106,805	\$29,345	\$136,150	
TIP	TIP	\$41,590	\$11,427	\$53,017	
Administration	Administration and Coordination	\$207,386	\$56,980	\$264,366	
	<b>Funding Totals **</b>	\$611,334	\$167,965	\$779,300	
<b>(a)Source of Local Funds:</b>	Includes ARDC Local Match plus MNDOT State Funds. MNDOT State Planning Grant total of \$60,524 included in the total for local funding. ** Rounding results in some totals off by \$1.				

FY 2021 Unified Planning Work Program Budget - Minnesota Funding Sources				
UPWP Category	Project Title	Federal Funding Amount	Local Funding Amount (a)	Total Funding Amount
Short Range	Bike and Pedestrian Planning	\$33,355	\$9,262	\$42,617
	Harbor Planning	\$34,960	\$9,707	\$44,667
	Freight Planning	\$22,190	\$6,163	\$28,353
	Transit Planning	\$27,144	\$7,537	\$34,681
	Roadway Planning	\$63,011	\$17,494	\$80,505
	SubTotal	\$180,660	\$50,163	\$230,823
Long Range	Long Range Plan Update	\$97,343	\$27,029	\$124,372
TIP	TIP	\$51,567	\$14,318	\$65,885
Administration	Administration and Coordination	\$217,365	\$60,355	\$277,720
	<b>Funding Totals **</b>	<b>\$546,935</b>	<b>\$151,865</b>	<b>\$698,800</b>
<b>(a)Source of Local Funds:</b>	Includes ARDC Local Match plus MNDOT State Funds. MNDOT State Planning Grant total of \$60,524 included in the total for local funding. ** Rounding results in some totals off by \$1.			



## Attachment A – MPO UPWP Checklist

	Cover Page	Cover
1	Name of MPO agency and area represented	iii, vii
2	UPWP Fiscal Year	iii
3	Contact Information for MPO	iii
4	Name of MPO Agency and area represented—see #1	
5	Contact person and information	iii
6	UPWP Fiscal Year	iii
7	Agencies providing funds or support – including agencies’ logos	iii
8	USDOT Disclaimer	iii
	Introduction/Preface	ix
9	Table of Contents	iv - v
10	MPO Approval Resolution-signed	59-60
11	Self-Certification-signed	59
12	Prospectus	N/A
13	Committee Lists-responsibilities, meetings	vi, 63
14	Staff-names, positions and responsibilities with percentage of time they will spend on	vi
15	Map-Regional MPO Coverage Area	vii
a.	Planning Boundary	vii
b.	Urbanized Area Boundary	vii
c. *	Air Quality Boundary	N/A
16	Eleven Planning Factors	53
17	UPWP	i-63
a.	Definition of UPWP purpose	ix
b.	Summary of previous year’s accomplishments	x - xi
c.	Status of current activities	Refer to Quarterly Reports

## MPO UPWP Checklist, continued...

18	WORK ELEMENTS (Description of major work products and tasks)	1 - 27
a.	UPWP	i-63
b.	Administration	27-29
c.	TIP – Development/Maintenance	21
d.	LRTP – Development/Maintenance	19-20
e. *	Congestion Management Process/ITS	N/A
h. *	Air Quality Planning	N/A
	i). Modeling	15
*	ii). CMAQ Application Process	N/A
i.	Public Involvement plan – Update (updated in 2018)	N/A
j.	Surveillance (Data Collection)	19
k.	Project/Corridor Studies	3-7
l.	Special Studies	11-15
m.	TSM/TDM Planning	19 - 20
n.	TE Planning	N/A
19	Performance Management	19-20
20	Summary of Budget Revenues	33, 43
Table 1	Budget Summary	35, 45
Table 2	Funding Sources	33, 43
21	Indirect Cost Allocation Plan	29
	Direct Costs	29
	Indirect Costs	29
	Indirect Cost Rate Proposal	29
22	Carry-over of unspent funds	N/A
23	Current Signed Title VI Nondiscrimination Agreement	lii
24	Link to current Title VI Program	iii
25	Annual Meeting Schedule	59

\* Denotes items present on as 'as needed' basis

N/A = not applicable

# DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

## RESOLUTION AND CERTIFICATION

### RESOLUTION #19-12

*Adopting the CY 2020-2021 Metropolitan Interstate Council (MIC) Unified Planning Work Program and Budget and Recommending that the Arrowhead that the Arrowhead Regional Development Commission Authorize Entering into Contracts with the Minnesota and Wisconsin Departments of Transportation for Support of the MIC's Unified Transportation Planning Work Program for 2020-2021.*

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

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

**WHEREAS**, the MIC 2020-2021 Transportation Planning Work Program and Budget has been approved by the MIC Policy Board, with input from its Transportation Advisory Committee (TAC) as well as from MnDOT, WisDOT, NWRPC, the Duluth Transit Authority (DTA) and MIC area jurisdictions; and

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

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

**WHEREAS**, in accordance with 23 CFR 450.334, the Duluth-Superior Metropolitan Interstate Council hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

4. U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the Fixing America's Surface Transportation Act (FAST Act) (P.L. 114-94), and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects; 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

**NOW, THEREFORE, BE IT RESOLVED**, that the MIC adopts the Calendar Years 2020-2021 Unified Transportation Planning Work Program and Budget and recommends that the Arrowhead Regional Development Commission authorize entering into contracts with the Minnesota and Wisconsin Departments of Transportation for support of the MIC Transportation Planning Work Program for 2020-2021. All contracts shall be consistent with ARDC's budget and personnel limitations and subject to legal counsel review.

ATTEST:

  
 \_\_\_\_\_  
 Duluth-Superior MIC Policy Board Chair

  
 \_\_\_\_\_  
 Duluth-Superior MIC Policy Board Officer

  
 \_\_\_\_\_  
 Ron Chicka, Duluth-Superior MIC Director

September 18, 2019  
 \_\_\_\_\_  
 Date

ARROWHEAD REGIONAL DEVELOPMENT COMMISSION

**RESOLUTION**

*Authorization to Enter into Agreements with the Minnesota Department of Transportation and the Northwest Regional Planning Commission for Federal and State Planning Funds for Support of Work Program Activities by the Metropolitan Interstate Council for Calendar Year 2020-2021*

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

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

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

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

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


WHEREAS, the MIC 2020-2021 Unified Transportation Planning Work Program and Budget has been approved by the MIC Policy Board, with input from its Transportation Advisory Committee (TAC), MnDOT, WisDOT, NWRPC, the Duluth Transit Authority (DTA) and MIC area jurisdictions; and

WHEREAS, the 2020-2021 MIC budget has been included in on-going discussions between the MIC and ARDC, and future mutual discussions of MIC budgets are anticipated;

NOW, THEREFORE, BE IT RESOLVED, that the ARDC Board authorizes its Chair, Board Officer and MIC Director to enter into agreements and amendments with MnDOT and Northwest Regional Planning Commission (NWRPC) for ARDC's portion of the financial match for the MIC's Transportation Planning Work Program for 2020-2021. This contract and all future contracts shall be consistent with ARDC's budget and personnel limitations and subject to review by legal counsel.

*Attest:*

  
\_\_\_\_\_  
ARDC Commission Chair

  
\_\_\_\_\_  
MIC Director

  
\_\_\_\_\_  
ARDC Commission Officer

October 24, 2019  
\_\_\_\_\_  
Date

This page left intentionally blank

2020 MIC, TAC, HTAC, BPAC Meeting Calendar

Day/Date	Time	Group	Location	Day/Date	Time	Group	Location
<b>July</b>							
***Annual Appreciation Dinner/Mid-Year Review							
Wed, July 15			TBD				
No Board or committee meetings during July							
<b>August</b>							
Thurs, Aug 6	2:30 PM	BPAC	ARDC Conference Rooms				
Tue, Aug 18	1:30 PM	TAC	UWS/Sea Grant Estuarium				
Wed, Aug 19	6:30 PM	MIC	UWS/Sea Grant Estuarium				
***September***							
Wed, Sept 2	9:00 AM	HTAC	Barker's Island Inn				
Tue, Sept 15	1:30 PM	TAC	Proctor City Hall				
Wed, Sept 16	6:30 PM	MIC	Proctor City Hall				
<b>October</b>							
Tue, Oct 20	1:30 PM	TAC	WisDOT/Lake Superior Rm				
Wed, Oct 21	6:30 PM	MIC	Douglas Cnty Gov't Center				
<b>November</b>							
Thurs, Nov 5	2:30 PM	BPAC	ARDC Conference Rooms				
No other Board or committee meeting during November							
***December***							
Wed, Dec 2	9:00 AM	HTAC	Holiday Inn Downtown				
Tue, Dec 8	1:30 PM	TAC	ARDC Conference Rooms				
Wed, Dec 9	6:30 PM	MIC	Hermantown				
<b>January</b>							
Tue, Jan 14	1:30 PM	TAC	WisDOT/Lake Superior Rm				
Wed, Jan 15	6:30 PM	MIC	Douglas Cnty Gov't Center				
<b>February</b>							
Thurs, Feb 6	2:30 PM	BPAC	ARDC Conference Rooms				
Tue, Feb 18	1:30 PM	TAC	St Louis Cnty/Pub Safety				
Wed, Feb 19	6:30 PM	MIC	Holiday Inn Downtown				
<b>March</b>							
Wed, Mar 4	9:00 AM	HTAC	WITC Conference Center				
Tue, Mar 17	1:30 PM	TAC	WITC Conference Center				
Wed, Mar 18	6:30 PM	MIC	WITC Conference Center				
<b>April</b>							
Tue, Apr 14	1:30 PM	TAC	St Louis Cnty/Pub Safety				
Wed, Apr 15	6:30 PM	MIC	Rice Lake City Hall				
<b>May</b>							
Thurs, May 7	2:30 PM	BPAC	ARDC Conference Rooms				
Tue, May 19	1:30 PM	TAC	UWS/Sea Grant Estuarium				
Wed, May 20	6:30 PM	MIC	UWS/Sea Grant Estuarium				
<b>June</b>							
Wed, June 3	9:00 AM	HTAC	Duluth Airport				
Tue, June 16	1:30 PM	TAC	Duluth Airport				
Wed, June 24	6:30 PM	MIC	Duluth Airport				

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

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

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



