

# 2021-2024 Transportation Improvement Program

For the Superior Urbanized Area



**DRAFT AUGUST 19, 2020**

Prepared by the  
Metropolitan Interstate Council

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



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Prepared by the

NWRPC



U.S. Department of Transportation  
**Federal Transit Administration**



U.S. Department of Transportation  
**Federal Highway Administration**

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To view this plan online  
or for more information  
please visit [www.dsmic.org](http://www.dsmic.org)

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# DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

## Member and Staff Listing – August 2020

| <b>MIC Policy Board</b>                                   | <b>Transportation Advisory Committee</b>           |
|---|--|
| Broc Allen – Douglas Co. Suburban Townships               | Todd Campbell – MnDOT                              |
| Ed Anderson – City of Superior Citizen Rep                | David Bolf – City of Hermantown                    |
| Nick Baker – Douglas County Board ( <i>WI Co-chair</i> )  | Jim Foldesi – St. Louis County                     |
| Warren Bender – Superior Common Council                   | Vacant – Bike/Pedestrian Rep                       |
| Wayne Boucher – City of Hermantown ( <i>MN Co-Chair</i> ) | Jason Jackman – Douglas County Engineering         |
| Chad Ward – City of Proctor                               | Todd Janigo – City of Superior Engineering (Chair) |
| Earl Elde – St. Louis County Suburban Townships           | Chris Belden – Duluth Transit Authority            |
| Jenny VanSickle – Superior Common Council                 | Kris Liljeblad – City of Duluth Planning           |
| Zach Filipovich – Duluth City Council                     | Maren Webb – MnDOT                                 |
| Keith Musolf – St. Louis County                           | Cari Pedersen – City of Duluth Engineering         |
| Bob Quade – City of Rice Lake                             | Chris Lee – City of Duluth Planning                |
| Rosemary Lear – Douglas County Board                      | Chris Carlson – City of Superior                   |
| Adam Fulton – Duluth Citizen Rep                          | Kate Ferguson – Duluth Seaway Port Authority       |
| Tom Szukis – Duluth Transit Authority                     | Cindy Voigt – City of Duluth Engineering           |
| Nick Ledin – Superior Common Council                      | Tom Werner – Duluth Airport Authority              |
| Pete Clark – Douglas County Board                         | Dena Ryan – WisDOT (Vice Chair)                    |
| Sam Pomush – Douglas County Board                         | Vacant – City of Proctor                           |
| Janet Kennedy – Duluth City Council                       | Karl Schuettler – Economic Development             |
|   | Vacant – Mobility Challenged                       |
|   |  |
| <b>MIC Staff – ARDC</b>                                   | <b>MIC Staff - NWRPC</b>                           |
| Ron Chicka, MIC Director                                  | Sheldon Johnson, MIC Deputy Director               |
| Barb Peterson, Administrative Assistant                   |  |
| James Gittemeier, Principal Planner                       |  |
| Mike Wenholz, Senior Planner                              |  |
| Richard Sarran, GIS Specialist                            |  |
| Rondi Watson, Communications Coordinator                  |  |
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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.*

# Chapter 1: Introduction

## Overview

The Transportation Improvement Program (TIP) is prepared annually and contains multi-modal transportation (highway, rail, transit, bicycle, and pedestrian) projects (preliminary engineering, right-of-way, and construction) recommended for federal funding during the next four years in the Duluth-Superior planning area boundary. Also listed are regionally significant projects where federal funds may not be committed. The projects included in each calendar year are aimed at meeting the needs of the region's transportation system and represent a commitment in project funding on the part of the implementing agency.

The Metropolitan Interstate Council (MIC), the body responsible for making transportation policy decisions and for directing the transportation planning and development function within the Duluth/Superior urbanized area, has prepared and adopted a TIP each year since 1976. The TIP effort is conducted in order to specify a coordinated, multi-modal transportation program that includes a full range of transportation improvements being considered during the 2020-2023 process.

Transportation Improvement Program's must be developed for each metropolitan area by the MPO in cooperation with federal, state and local governments and transit operators. The TIP must also comply with regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Authority (FTA). The TIP may be revised or amended at any time during the program year by action of the MIC. Additionally, all projects represented in the Superior TIP are included, by reference, in the Wisconsin State Transportation Improvement Program (STIP).

Being a bi-state MPO, the MIC has been preparing two separate TIP documents: one for Wisconsin covering projects within the Superior urbanized and planning area and another covering Minnesota projects in the Duluth urbanized area. The time lines and processes between the two states are significantly different enough to warrant the development of separate TIPs. Although the TIPs are prepared separately, participants consider the entire MIC area when project reviews occur. The MIC and its Transportation Advisory Committee (TAC), which includes representatives from Minnesota and Wisconsin, are involved in the development of each TIP. The MIC reviews for approval the TIPs from both states.

The TIP is prepared as a cooperative effort by the MIC, Wisconsin Department of Transportation (WisDOT), transit operators, and the local agencies, which implement the transportation projects solicited for inclusion in the TIP. Implementing agencies submit their listings of approved projects to the MIC to coordinate into a comprehensive listing of major transportation improvements. After approval by the MIC, the TIP is sent to the Wisconsin Department of Transportation, Division of Investment Management, Bureau of Planning and Economic Development for inclusion in the Statewide Transportation Improvement Program (STIP). The Wisconsin and Minnesota TIPs represent an integrated improvement plan for the transportation system of the Duluth/Superior Urbanized Area.

## Metropolitan Planning Organizations

Any urban area with a population of over 50,000 has a designated Metropolitan Planning Organization (MPO) that undertakes the process of developing a Transportation Improvement Program based on transportation needs and with due consideration to comprehensive, long-range land use plans; development objectives; and social, economic, environmental, and energy conservation goals.

The governors of Minnesota and Wisconsin have designated the Arrowhead Regional Development Commission (MN) and the Northwest Regional Planning Commission (WI) as the Metropolitan Planning Organizations (MPO) for the Duluth-Superior urbanized area whom jointly created the Metropolitan Interstate Council to perform the required actions and support of the MPO. It is the policy of the MIC that all transportation related planning is carried out through the 3-C planning process as indicated in this memorandum and other documents.

The MIC involves local units of government in the review of plans and programs. In addition, efforts are made to meet with affected townships and citizens on projects of particular interest in certain geographical areas. Public information meetings, project level committees, and public hearings are utilized to afford citizens of the community an opportunity to comment on and review proposed plans. Further documentation of these activities is included in the MIC's *Public Involvement Plan*.

The federal transportation bill *Fixing America's Surface Transportation Act (FAST Act)* identifies ten planning factors (23 CFR 450.306) that must be considered in the transportation planning process. The processes used to select projects to be programmed through the Superior Urbanized 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, for 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*.

Consideration of the planning factors by the MIC is reflected in a number of adopted planning documents as well as current and proposed work activities being undertaken by the MIC and the

implementing agencies in the MIC planning area. The MIC's long-range transportation plan serves as a guide to decision-makers in their effort to meet the challenge of preserving and expanding an intermodal transportation system. The study is comprehensive in nature, examining the existing and future conditions for all modes in the transportation system, as well as encompassing all the metropolitan jurisdictions.

### **Duluth-Superior Metropolitan Interstate Council**

The Duluth-Superior Metropolitan Interstate Council was created in July 1975, as a joint committee of the Arrowhead Regional Development Commission (ARDC) and the Northwest Regional Planning Commission (NWRPC). ARDC and NWRPC are multi-county planning and development organizations operating in Minnesota and Wisconsin, respectively.

The MIC consists of 18 delegates representing the metropolitan area of Duluth/Superior. Delegates are local elected officials and concerned citizens selected by their local unit of government. 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;
- 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;
- Undertaking an effective public participation process which fosters meaningful public input to the plan's decisions;
- Providing leadership both in setting transportation policy and in metropolitan system planning; and
- Lending technical support in planning and operations to local governments.

The MIC's primary role is to provide guidance and leadership to the metropolitan transportation community. The MIC realizes the need to focus investment dollars on areas with the highest payback, while at the same time ensuring that transportation policy supports the interest of safety, the conservation of energy, encourages sensible land use, environmental quality, and the interconnection of all modes of travel to create a "seamless" transportation system.

### **Long Range Transportation Plan**

Federal regulations mandate Metropolitan Planning Organizations (MPOs) such as the Duluth-Superior MIC, to develop a TIP for the metropolitan area in cooperation with planning area jurisdictions, transit agencies, and the state. Federal requirements state, "the TIP shall include all transportation projects or identified phases of a project within the metropolitan planning area proposed for federal funding" and "only projects that are consistent with the transportation plan" be included. Therefore, the TIP is the short-range schedule of projects derived from identified needs and improvements recommended from the MPOs Long Range Transportation Plan. Jurisdictions submitting projects for consideration in the TIP utilize the long range plan projects listing and overall goals and strategies. When reviewing proposed TIP projects, the long range plan is used as the backbone for making priorities related to project implementation.

## Chapter 2: Self Certification

### Certification

#### Transportation Planning Process

It is a requirement of the federal government that Metropolitan Planning Organizations (MPOs) annually undertake a self certification of its transportation planning process. This process supports the development of a comprehensive transportation plan and Transportation Improvement Program (TIP) that are consistent with federal regulations and in conformance with all applicable requirements. Each year when the MIC approves the TIP, they also certify that the transportation planning process used in the Duluth-Superior urbanized area is in compliance with federal requirements.

Therefore, in accordance with 23 CFR 450.334(a) the Metropolitan Interstate Council hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan area and is being conducted in accordance with all applicable requirement of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
4. 49 USC 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;
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.

Furthermore, the MPO certifies that the TIP contains only projects that are consistent with the long range transportation plan for the urbanized area(s).

# Chapter 3: Transportation Planning Process

## Overview

The TIP and selection of projects for inclusion in the TIP are a result of a continuing, comprehensive transportation planning process that is carried out cooperatively by the MPO, State DOT, and local units of government within the urbanized area. The goal of this process is for the TIP to naturally evolve from a process which has identified transportation needs, potential solutions to those needs, and priorities among competing needs.

As explained earlier in this document, the MIC coordinates transportation planning for the Duluth-Superior Urbanized area. The MIC is responsible for developing a list of priority transportation projects seeking federal funding. Federal transportation regulations seek to provide more flexibility to states to direct dollars to the highest priority projects no matter where they are located. In addition, the flexibility extends across modes so as to encourage development of the most efficient and effective solutions to transportation problems no matter what shape those solutions might take.

Throughout the Superior Urbanized area and Wisconsin, the Office of the Commissioner of Railroads (OCR) utilizes federal funds to make rail highway crossing safety projects. WisDOT and FHWA have agreed to include a dollar amount for proposed years within the TIP where projects may occur. In the Superior Urbanized area, a funding level of \$100,000 has been programmed in appropriate calendar years. WisDOT and OCR placeholder projects within the TIP will be administratively changed when actual projects are identified.

## Performance Measures & Asset Management

### Introduction

MAP-21 and FAST ACT requires incorporation of Performance-Based Planning and Programming (PBPP) be used in 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 localized and statewide safety performance targets. The approach at this time is to adopt and contribute toward the statewide targets for safety, pavement, bridge, reliability, and freight that WisDOT adopts. This approach seems 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 adopted its own transit asset

management plan and targets, instead of state targets. The MIC has adopted the transit targets set by 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

**Approved Targets for Performance Measures & Asset Management by the MIC Policy Board**

***PM 1 – Safety***

For the Wisconsin portion of the MIC area, the MIC Board passed Resolution #19-14 on October 16, 2019, adopting the WisDOT recommended Highway Safety Improvement Program (HSIP) Performance Measure Targets for 2020 as follows:

| <b>Measure</b>  | <b>2020 Targets</b>  | <b>Prior Year 2019 Targets</b>                               |
|---|--|--|
| Number of Traffic Fatalities                          | 564.7  | 555.7  |
| Number of Serious Injuries                            | 2,907.0  | 2,967.6  |
| Rate of Traffic Fatalities                            | 0.888 per 100 million VMT<br><i>(Vehicle Miles Traveled)</i> | 0.915 per 100 million VMT<br><i>(Vehicle Miles Traveled)</i> |
| Rate of Serious Injuries                              | 4.585 per 100 million VMT<br><i>(Vehicle Miles Traveled)</i> | 4.785 per 100 million VMT<br><i>(Vehicle Miles Traveled)</i> |
| Number of Non-Motorized Fatalities & Serious Injuries | 344.7  | 342  |

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

For the Wisconsin portion of the MIC area, the MIC Board passed Resolution #18-15 on June 20, 2018, adopting the WisDOT recommended NHS Pavement and Bridge Condition Performance Targets as follows:

| <b>Measure</b>   | <b>2-Year Target (2019)</b> | <b>4-Year Target (2021)</b> |
|--|-----------------------------|-----------------------------|
| Percent of NHS* Bridges by deck area in Good Condition   | ≥50%                        | ≥50%                        |
| Percent of NHS Bridges by deck area in Poor Condition    | ≤3%                         | ≤3%                         |
| Percent of Interstate Pavement in Good Condition         | N/A                         | ≥45%                        |
| Percent of Interstate Pavement in Poor Condition         | N/A                         | ≤5%                         |
| Percent of Non-Interstate NHS Pavement in Good Condition | ≥20%                        | ≥20%                        |
| Percent of Non-Interstate NHS Pavement in Poor Condition | ≤12%                        | ≤12%                        |

*\*NHS = National Highway System*

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

For the Wisconsin portion of the MIC area, the MIC Board passed Resolution #18-16 on June 20, 2018, adopting the Wisconsin recommended NHS Performance and Freight Movement on the Interstate System Targets as follows:

| <b>Measure</b>  | <b>2-Year Target</b> | <b>4-Year Target</b> |
|---|----------------------|----------------------|
| Percent of Reliable Person Miles on the Interstate                  | 94%                  | 90%                  |
| Percent of Reliable Person Miles Reliable on the Non-Interstate NHS | N/A                  | 86%                  |
| Truck Travel Time Reliability Index                                 | 1.4                  | 1.6                  |

*\*NHS = National Highway System*

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

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

| <b>Asset</b>                        | <b>4-Year Target</b>  |
|-------------------------------------|---|
| Rolling Stock                       | <10% of 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. |

Updated targets will be reviewed and acted upon by the MIC Policy Board at future meetings based on release of updated and proposed DTA and WisDOT performance measures and asset management. Any future action by the MIC Policy Board will be amended into the TIP to reflect adopted measures.

### **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 and safety. The intent of these provisions is to demonstrate how federally-funded investments are helping to meet national, state and local transportation performance targets. TIP project solicitation and projects within the TIP will work to deliver efforts in meeting the adopted performance based measures. Additionally, the Long Range Transportation Plan (<http://dsmic.org/planning/long-range/>) will provide the overall long term objectives for guidance to help the MPO and Wisconsin Department of Transportation annually set performance measures and future projects to positively influence these measures. MIC performance based planning information can be found at <http://dsmic.org/study/performance-measures/>.

### **Linkage of Investments to 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.

### **Future Performance Measure Activities and Coordination**

The MIC will coordinate with WisDOT to ensure consistency and review existing year HSIP Program Targets and other future considered statewide targets. Future calendar year performance targets will be coordinated and executed prior to the end of present year performance targets.

## **Chapter 4: 2021-2024 Transportation Improvement Program for the Superior Urbanized Area**

The 2021-2024 Transportation Improvement Program (TIP) lists priority transportation projects programmed for implementation in the Superior urbanized area. All transportation projects programmed to use Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funds must first be included in an approved TIP prepared by the Duluth-Superior Metropolitan Interstate Council (MIC). Amendment processes will adhere to guidance language prepared by FHWA and WisDOT and included in the MIC Public Involvement Plan as represented in the appendix. Additionally, the Duluth-Superior Metropolitan Interstate Council, WisDOT and the Duluth Transit Authority hereby agree to the following procedures in advancing projects from the approved TIP for federal funding commitment.

### **Expedited Project Selection Procedures**

1. The first year of the TIP constitutes an agreed-to list of projects for project selection purposes and no further project selection action is required by the MPO for WisDOT or the transit operator to proceed with federal fund commitment;
2. Projects from the second, third or fourth year of the TIP can be advanced by WisDOT or the transit operator for federal fund commitment without further project selection action by the MPO;
3. Concerning the federal funding sources identified for individual projects in the TIP, it is agreed that WisDOT may unilaterally interchange eligible FHWA funding program sources without necessitating an amendment, subject to the project selection authority federal regulations and state local program procedures reserve for the State and the MPO, and subject to reconciliation under item 5;
4. WisDOT can unilaterally interchange FTA Section 5309 and Section 5307 capital funds in urbanized areas between 50,000 and 200,000 population without necessitating a TIP amendment. FTA should be notified of any interchange of funds; and
5. To maintain accountability and fiscal constraint as changes occur during implementation of the TIP, the MPO, WisDOT and the transit operator will monitor projects in the TIP and account for all significant changes in scheduled years and costs in a TIP amendment at the midpoint of the calendar year. (MPOs on a two year TIP update cycle must also commit to truing up the TIP by amendment at the end of the first year along with declaring the second year of the TIP to be the agree to list of projects for the second year of operation).

Projects in the 2021-2024 TIP are listed on the following pages of Chapter Four. Projects were solicited from representative units of government in the urbanized area, the Duluth Transit Authority, and Wisconsin Department of Transportation and are found to be consistent with the findings of the Duluth/Superior Long Range Transportation Plan. WisDOT relies on the public involvement process conducted by the MPO in the development of their TIP to satisfy the Federal Transit Administration program and planning requirements as established for the Section 5307/5309 programs. The *Annual List of Obligated Projects* can be found at [www.dsmic.org](http://www.dsmic.org).

The TIP represents four years of approved federal and state transportation projects, with a local match where required by project funding. Some TIP projects identify jurisdictional projects where state or local funds are the only identified funding source. If TIP approved projects with

only state or local identified funds will now have federal funds attached, an amendment process must be completed.

The TIP may include “illustrative projects”. For purposes of this TIP, illustrative projects are projects not currently funded or may be funded but are outside the 4-year time frame of the TIP. These illustrative projects are not assigned a formal TIP number. Should a sponsoring entity (WisDOT, City of Superior, Douglas County, Transit, or other agency) seek to advance an illustrative project, a formal TIP amendment process would be required as outlined in the MIC Public Involvement Plan (see appendix) in order to advance the project to any of the TIP’s first four years.

**2021-2024 TRANSPORTATION IMPROVEMENT PROJECTS (ROADWAY)**

|   |       | Estimated Cost (\$1,000) |       |      |      |              | Funding Source and Cost Share |       |       |       |
|---|-------|--------------------------|-------|------|------|--------------|-------------------------------|-------|-------|-------|
|   |       | 2021                     | 2022  | 2023 | 2024 | Illustrative | Federal                       | State | Local | Total |
| <b>WisDOT 113-16-006</b><br>IH 535<br>Superior – Duluth<br>St. Louis River Bridge, Const, Paint, Misc Maint<br>B16-0005-001 to 0005, MnDOT is Lead Agency<br>1199-00-74 CONST | PE    |                          |       |      |      |              |                               |       |       |       |
|   | ROW   |                          |       |      |      |              |                               |       |       |       |
|   | CONST |                          | 5,900 |      |      |              |                               | 5,900 |       | 5,900 |
|   |       |                          |       |      |      |              |                               |       |       |       |
|   | TOTAL |                          | 5,900 |      |      |              |                               | 5,900 |       | 5,900 |
| <b>WisDOT 113-16-010</b><br>IH 535 Superior - Duluth<br>Bridge Maintenance & Gusset Repair<br>MnDOT Lead. State Funding<br>1199-00-75 (construction)                          | PE    |                          |       |      |      |              |                               |       |       |       |
|   | ROW   |                          |       |      |      |              |                               |       |       |       |
|   | CONST |                          | 500   |      |      |              |                               | 500   |       | 500   |
|   |       |                          |       |      |      |              |                               |       |       |       |
|   | TOTAL |                          | 500   |      |      |              |                               | 500   |       | 500   |
| <b>WisDOT 113-17-004</b><br>USH 2 (USH 53 Interchange)<br>53 <sup>rd</sup> Ave E – USH 2/53 Interchange<br>Interchange Mainline/Ramp Joint Repair<br>1180-00-31               | PE    | 225                      |       |      |      |              |                               | 225   |       | 225   |
|   | ROW   |                          |       |      |      |              |                               |       |       |       |
|   | CONST |                          |       |      |      |              |                               |       |       |       |
|   |       |                          |       |      |      |              |                               |       |       |       |
|   | TOTAL | 225                      |       |      |      |              |                               | 225   |       | 225   |
| <b>WisDOT 113-17-017</b><br>USH 2/USH 53<br>31 <sup>st</sup> Avenue E. – 53 <sup>rd</sup> Avenue E.<br><br>1198-03-08 (design)  | PE    | 350                      |       |      |      |              | 280                           | 70    |       | 350   |
|   | ROW   |                          |       |      |      |              |                               |       |       |       |
|   | CONST |                          |       |      |      |              |                               |       |       |       |
|   |       |                          |       |      |      |              |                               |       |       |       |
|   | TOTAL | 350                      |       |      |      |              | 280                           | 70    |       | 350   |
| <b>WisDOT 113-17-018</b><br>USH 2/USH 53<br>29 <sup>th</sup> Avenue E. – 53 <sup>rd</sup> Avenue E.<br>1198-03-78 (const)   | PE    |                          |       |      |      |              |                               |       |       |       |
|   | ROW   |                          |       |      |      |              |                               |       |       |       |
|   | CONST | 6,355                    |       |      |      |              | 4,880                         | 1,475 |       | 6,355 |
|   |       |                          |       |      |      |              |                               |       |       |       |
|   |       |                          |       |      |      |              |                               |       |       |       |

|  |       | Estimated Cost (\$1,000) |      |      |      |              | Funding Source and Cost Share |       |       |       |
|--|-------|--------------------------|------|------|------|--------------|-------------------------------|-------|-------|-------|
|  |       | 2021                     | 2022 | 2023 | 2024 | Illustrative | Federal                       | State | Local | Total |
| Funding added for Transit purposes)          | TOTAL | 6,355                    |      |      |      |              | 4,880                         | 1,475 |       | 6,355 |
| <b>WisDOT 113-17-019</b>                     |       |                          |      |      |      |              |                               |       |       |       |
| IH 535                                       | PE    | 1,000                    |      |      |      |              |                               | 1,000 |       | 1,000 |
| Superior- Duluth                             | ROW   |                          |      |      |      |              |                               |       |       |       |
| B 16-0005-0001 Condition Investigation       | CONST |                          |      |      |      |              |                               |       |       |       |
| 1199-00-06 (PE)                              | TOTAL | 1,000                    |      |      |      |              |                               | 1,000 |       | 1,000 |
| <b>WisDOT 113-18-015</b>                     |       |                          |      |      |      |              |                               |       |       |       |
| STH 35 & STH 105                             | PE    |                          |      |      |      |              |                               |       |       |       |
| (Tower & Central Ave)                        | ROW   |                          |      |      |      |              |                               |       |       |       |
| Intersection Signal Install                  | CONST | 742                      |      |      |      |              |                               | 667.8 | 74.2  | 742   |
| 3700-50-54                                   | TOTAL | 742                      |      |      |      |              |                               | 667.8 | 74.2  | 742   |
| <b>WisDOT 113-18-018</b>                     |       |                          |      |      |      |              |                               |       |       |       |
| STH 35                                       | PE    |                          |      |      |      |              |                               |       |       |       |
| Milchesky Rd to S. Jct CTH B                 | ROW   |                          |      |      |      |              |                               |       |       |       |
| Roadway repairs due to flooding              | CONST | 115                      |      |      |      |              | 115                           |       |       | 115   |
| 8010-00-72                                   | TOTAL | 115                      |      |      |      |              | 115                           |       |       | 115   |
| <b>WisDOT 113-18-020</b>                     |       |                          |      |      |      |              |                               |       |       |       |
| Woodlawn Road                                | PE    |                          |      |      |      |              |                               |       |       |       |
| CTH A to N 58 <sup>th</sup> St E             | ROW   |                          |      |      |      |              |                               |       |       |       |
| Roadway repairs due to flooding              | CONST | 517.5                    |      |      |      |              | 517.5                         |       |       | 517.5 |
| 8998-00-31                                   | TOTAL | 517.5                    |      |      |      |              | 517.5                         |       |       | 517.5 |
| <b>WisDOT 113-18-021</b>                     |       |                          |      |      |      |              |                               |       |       |       |
| 3 <sup>rd</sup> Street East                  | PE    |                          |      |      |      |              |                               |       |       |       |
| 55 <sup>th</sup> Ave to 54 <sup>th</sup> Ave | ROW   |                          |      |      |      |              |                               |       |       |       |
| Roadway repairs due to flooding              | CONST | 345                      |      |      |      |              | 345                           |       |       | 345   |
| 8998-00-32                                   | TOTAL | 345                      |      |      |      |              | 345                           |       |       | 345   |
| <b>WisDOT 113-19-001</b>                     |       |                          |      |      |      |              |                               |       |       |       |
| STH 13                                       | PE    | 300                      |      |      |      |              |                               | 300   |       | 300   |
| Port Wing – Superior                         | ROW   |                          |      |      |      |              |                               |       |       |       |
| Design for Resurfacing Project               | CONST |                          |      |      |      |              |                               |       |       |       |

|   |       | Estimated Cost (\$1,000) |       |      |      |              | Funding Source and Cost Share |       |       |       |
|---|-------|--------------------------|-------|------|------|--------------|-------------------------------|-------|-------|-------|
|   |       | 2021                     | 2022  | 2023 | 2024 | Illustrative | Federal                       | State | Local | Total |
| 8510-01-00  | TOTAL | 300                      |       |      |      |              |                               | 300   |       | 300   |
| <b>WisDOT 113-19-002</b>  |       |                          |       |      |      |              |                               |       |       |       |
| STH 13  | PE    | 400                      |       |      |      |              | 320                           | 80    |       | 400   |
| Port Wing – Superior  | ROW   |                          |       |      |      |              |                               |       |       |       |
| Four (4) Bridge Rehab Projects (B-16-014, 015, 06 & 023) Design       | CONST |                          |       |      |      |              |                               |       |       |       |
| 8510-01-05  | TOTAL | 400                      |       |      |      |              | 320                           | 80    |       | 400   |
| <b>WisDOT 113-19-003</b>  |       |                          |       |      |      |              |                               |       |       |       |
| STH 13  | PE    |                          |       |      |      |              |                               |       |       |       |
| Port Wing – Superior  | ROW   |                          |       |      |      |              |                               |       |       |       |
| Four (4) Bridge Rehab Projects (B-16-014, 015, 06 & 023) Construction | CONST |                          | 3,500 |      |      |              | 2,800                         | 700   |       | 3,500 |
| 8510-01-75  | TOTAL |                          | 3,500 |      |      |              | 2,800                         | 700   |       | 3,500 |
| <b>City of Superior 113-19-010</b>                                    |       |                          |       |      |      |              |                               |       |       |       |
| Marina Drive  | PE    |                          |       |      |      |              |                               |       |       |       |
| Marina Drive Bridge Replacement                                       | ROW   |                          |       |      |      |              |                               |       |       |       |
| STP-Urban   | CONST |                          | 334.8 |      |      |              | 267.8                         |       | 67    | 334.8 |
|   | TOTAL |                          | 334.8 |      |      |              | 267.8                         |       | 67    | 334.8 |
| <b>WisDOT 113-19-012</b>  |       |                          |       |      |      |              |                               |       |       |       |
| USH 002, Douglas County   | PE    | 175                      |       |      |      |              | 140                           | 35    |       | 175   |
| STH 13 Bridge B-16-0024   | ROW   |                          |       |      |      |              |                               |       |       |       |
| NHPP Funding  | CONST |                          |       |      |      |              |                               |       |       |       |
| 1195-03-00  | TOTAL | 175                      |       |      |      |              | 140                           | 35    |       | 175   |
| <b>WisDOT 113-19-013</b>  |       |                          |       |      |      |              |                               |       |       |       |
| Superior – Duluth   | PE    | 4,700                    |       |      |      |              |                               | 4,700 |       | 4,700 |
| Blatnik Bridge (B16-001-005)  | ROW   |                          |       |      |      |              |                               |       |       |       |
| Preliminary Design, WisDOT share to MnDOT                             | CONST |                          |       |      |      |              |                               |       |       |       |
| 1199-00-07  |       |                          |       |      |      |              |                               |       |       |       |
| 1199-00-08  | TOTAL | 4,700                    |       |      |      |              |                               | 4,700 |       | 4,700 |
| <b>Douglas County 113-09-015</b>                                      |       |                          |       |      |      |              |                               |       |       |       |
| CTH Z   | PE    | 155                      |       |      |      |              |                               |       | 155   | 155   |
| Lyman Lake Road to USH 2/53   | ROW   |                          |       |      |      |              |                               |       |       |       |
| Preliminary Design  | CONST |                          |       |      |      |              |                               |       |       |       |

|  |       | Estimated Cost (\$1,000) |      |       |      |              | Funding Source and Cost Share |       |       |       |
|--|-------|--------------------------|------|-------|------|--------------|-------------------------------|-------|-------|-------|
|  |       | 2021                     | 2022 | 2023  | 2024 | Illustrative | Federal                       | State | Local | Total |
| 8744-00-00   | TOTAL | 155                      |      |       |      |              |                               |       | 155   | 155   |
| <b>Douglas County 113-19-016</b><br>CTH C<br>MN State Line to CTH W/Barnes Road<br>Preliminary Design                                      | PE    | 137                      |      |       |      |              |                               |       | 137   | 137   |
|  | ROW   |                          |      |       |      |              |                               |       |       |       |
|  | CONST |                          |      |       |      |              |                               |       |       |       |
| 8758-00-02   | TOTAL | 137                      |      |       |      |              |                               |       | 137   | 137   |
| <b>Douglas County 113-19-017</b><br>CTH C<br>Irondale Road to STH 35<br>Preliminary Design   | PE    | 137                      |      |       |      |              |                               |       | 137   | 137   |
|  | ROW   |                          |      |       |      |              |                               |       |       |       |
|  | CONST |                          |      |       |      |              |                               |       |       |       |
| 8758-00-03   | TOTAL | 137                      |      |       |      |              |                               |       | 137   | 137   |
| <b>WisDOT 113-19-018</b><br>STH 13<br>Sleepy Valley Loop to CTH D<br>Slope Repairs   | PE    |                          |      |       |      |              |                               |       |       |       |
|  | ROW   |                          |      |       |      |              |                               |       |       |       |
|  | CONST | 74.9                     |      |       |      |              |                               | 74.9  |       | 74.9  |
| 8510-00-61   | TOTAL | 74.9                     |      |       |      |              |                               | 74.9  |       | 74.9  |
| <b>WisDOT 113-20-001</b><br>USH 2 Superior to Wentworth<br>53 <sup>rd</sup> Ave – CTH C<br>Patch/Rut Fill/Repair and Mill/Slab Replacement | PE    | 225                      |      |       |      |              |                               |       | 225   | 225   |
|  | ROW   |                          |      |       |      |              |                               |       |       |       |
|  | CONST |                          |      |       |      |              |                               |       |       |       |
| 1180-00-31   | TOTAL | 225                      |      |       |      |              |                               |       | 225   | 225   |
| <b>WisDOT 113-20-002</b><br>USH 53<br>Kent Road – CTH C (NB & SB)<br>Resurface & Culvert Pipe Replacement<br>Approx 6 miles, NHPP          | PE    |                          |      |       |      |              |                               |       |       |       |
|  | ROW   |                          |      |       |      |              |                               |       |       |       |
|  | CONST |                          |      | 8,500 |      |              | 6,800                         | 1,700 |       | 8,500 |
| 1198-00-72   | TOTAL |                          |      | 8,500 |      |              | 6,800                         | 1,700 |       | 8,500 |
| <b>WisDOT 113-20-006</b><br>STH 35 / Tower Avenue<br>Belknap Street to 64 <sup>th</sup> Street<br>Preliminary Design                       | PE    | 300                      |      |       |      |              | 225                           |       | 75    | 300   |
|  | ROW   |                          |      |       |      |              |                               |       |       |       |
|  | CONST |                          |      |       |      |              |                               |       |       |       |

|   |       | Estimated Cost (\$1,000) |      |      |      |              | Funding Source and Cost Share |       |       |       |
|---|-------|--------------------------|------|------|------|--------------|-------------------------------|-------|-------|-------|
|   |       | 2021                     | 2022 | 2023 | 2024 | Illustrative | Federal                       | State | Local | Total |
| NHPP 4.05 miles (C Superior Local Match)<br>8010-00-03  | TOTAL | 300                      |      |      |      |              | 225                           |       | 75    | 300   |
| <b>WisDOT 113-20-007</b><br>USH 53/East 2 <sup>nd</sup> Street<br>Belknap Street to Blatnik Bridge<br>Preliminary Design<br>NHPP 1.76 miles<br>1198-03-03 | PE    | 130                      |      |      |      |              | 104                           |       | 26    | 130   |
|   | ROW   |                          |      |      |      |              |                               |       |       |       |
|   | CONST |                          |      |      |      |              |                               |       |       |       |
|   | TOTAL | 130                      |      |      |      |              | 104                           |       | 26    | 130   |
| <b>WisDOT 113-20-008</b><br>STH 105<br>Minnesota State Line to STH 35<br>Preliminary Design<br>4.68 Miles<br>8760-00-01                                   | PE    | 112.5                    |      |      |      |              | 90                            |       | 22.5  | 112.5 |
|   | ROW   |                          |      |      |      |              |                               |       |       |       |
|   | CONST |                          |      |      |      |              |                               |       |       |       |
|   | TOTAL | 112.5                    |      |      |      |              | 90                            |       | 22.5  | 112.5 |
| <b>City of Superior 113-20-009</b><br>Hammond Avenue<br>N 21st Street to N 28th Street<br>Preliminary Design<br>0.49 Miles                                | PE    | 10                       |      |      |      |              |                               |       | 10    | 10    |
|   | ROW   |                          |      |      |      |              |                               |       |       |       |
|   | CONST |                          |      |      |      |              |                               |       |       |       |
|   | TOTAL | 10                       |      |      |      |              |                               |       | 10    | 10    |
| <b>WisDOT 113-20-010</b><br>IH 535<br>Blatnik Bridge - Bridge Painting<br>Preliminary Design<br>MNDOT Lead<br>1199-00-04 (AMENDED TO TIP AUGUST)          | PE    | 40                       |      |      |      |              |                               | 40    |       | 40    |
|   | ROW   |                          |      |      |      |              |                               |       |       |       |
|   | CONST |                          |      |      |      |              |                               |       |       |       |
|   | TOTAL | 40                       |      |      |      |              |                               | 40    |       | 40    |
| <b>Douglas County 113-20-011</b><br>CTH C<br>MN State Line – STH 35<br>Preliminary Design<br>8758-00-02<br>(AMENDED TO TIP IN AUGUST)                     | PE    | 10                       |      |      |      |              |                               |       | 10    | 10    |
|   | ROW   |                          |      |      |      |              |                               |       |       |       |
|   | CONST |                          |      |      |      |              |                               |       |       |       |
|   | TOTAL | 10                       |      |      |      |              |                               |       | 10    | 10    |
| <b>City of Superior 113-21-001</b><br>Hammond Avenue<br>N 21st Street to N 28th Street  | PE    |                          |      |      |      |              |                               |       |       |       |
|   | ROW   |                          |      |      |      |              |                               |       |       |       |

|  |                             | Estimated Cost (\$1,000) |       |       |       |              | Funding Source and Cost Share |       |       |       |
|--|-----------------------------|--------------------------|-------|-------|-------|--------------|-------------------------------|-------|-------|-------|
|  |                             | 2021                     | 2022  | 2023  | 2024  | Illustrative | Federal                       | State | Local | Total |
| Reconstruction<br>8998-00-36<br>STP Urban  | CONST<br><br>TOTAL          |                          |       |       | 1,434 |              | 1,147                         |       | 287   | 1,434 |
| <b>WisDOT 113-21-002</b><br>USH 53<br>2nd Ave E to Hughitt Ave/Blatnik Bridge<br>Resurfacing<br>NHPP<br>1198-03-73 | PE<br>ROW<br>CONST<br>TOTAL |                          |       |       |       |              |                               |       |       |       |
|  |                             |                          |       |       | 2,200 |              | 1,760                         | 440   |       | 2,200 |
|  |                             |                          |       |       | 2,200 |              | 1,760                         | 440   |       | 2,200 |
| <b>Douglas County 113-21-003</b><br>CTH C<br>MN State Line to STH 53<br>Reconstruction<br>STBG-R<br>8758-00-72     | PE<br>ROW<br>CONST<br>TOTAL |                          |       |       |       |              |                               |       |       |       |
|  |                             |                          | 4,653 |       |       |              | 3,722                         |       | 931   | 4,653 |
|  |                             |                          | 4,653 |       |       |              | 3,722                         |       | 931   | 4,653 |
| <b>Douglas County 113-21-004</b><br>CTH Z<br>Old Lyman Lake Rd to USH 2/53<br>Reconstruction<br>MLS<br>1009-48-95  | PE<br>ROW<br>CONST<br>TOTAL |                          |       |       |       |              |                               |       |       |       |
|  |                             |                          |       | 3,800 |       |              | 1,000                         |       | 2,800 | 3,800 |
|  |                             |                          |       | 3,800 |       |              | 1,000                         |       | 2,800 | 3,800 |
| <b>Douglas County 113-21-005</b><br>CTH Z<br>CTH A to Old Lyman Lake Rd<br>Pulverize and Pave                      | PE<br>ROW<br>CONST<br>TOTAL |                          |       |       |       |              |                               |       |       |       |
|  |                             | 851                      |       |       |       |              |                               |       | 851   | 851   |
|  |                             | 851                      |       |       |       |              |                               |       | 851   | 851   |
| <b>Douglas County 113-21-006</b><br>CTH U<br>CTH UU to STH 13<br>Pulverize and Pave                                | PE<br>ROW<br>CONST<br>TOTAL |                          |       |       |       |              |                               |       |       |       |
|  |                             | 350                      |       |       |       |              |                               |       | 350   | 350   |
|  |                             | 350                      |       |       |       |              |                               |       | 350   | 350   |
| <b>Douglas County 113-21-007</b><br>CTH W<br>Olson Road to CTH C   | PE<br>ROW                   |                          |       |       |       |              |                               |       |       |       |

|                    |       | Estimated Cost (\$1,000) |      |      |      |              | Funding Source and Cost Share |       |       |       |
|--------------------|-------|--------------------------|------|------|------|--------------|-------------------------------|-------|-------|-------|
|                    |       | 2021                     | 2022 | 2023 | 2024 | Illustrative | Federal                       | State | Local | Total |
| Pulverize and Pave | CONST | 193                      |      |      |      |              |                               |       | 193   | 193   |
|                    | TOTAL | 193                      |      |      |      |              |                               |       | 193   | 193   |

**2021-2024 TRANSPORTATION IMPROVEMENT PROJECTS (RAIL)**

|   |       | Estimated Cost (\$1,000) |      |      |      |              | Funding Source and Cost Share |       |       |       |
|---|-------|--------------------------|------|------|------|--------------|-------------------------------|-------|-------|-------|
|   |       | 2021                     | 2022 | 2023 | 2024 | Illustrative | Federal                       | State | Local | Total |
| <b>WisDOT 113-14-015</b><br>Rail Crossing Road Closure – Garfield Avenue<br>in the City of Superior<br>BNSF Crossing #102163S<br>8988-00-54 (CONST)<br>Safety   | PE    |                          |      |      |      |              |                               |       |       |       |
|   | ROW   |                          |      |      |      |              |                               |       |       |       |
|   | CONST | 7.5                      |      |      |      |              | 7.5                           |       |       | 7.5   |
|   |       |                          |      |      |      |              |                               |       |       |       |
|   | TOTAL | 7.5                      |      |      |      |              | 7.5                           |       |       | 7.5   |
| <b>OCR 113-17-009</b><br>Rail-Highway Crossing Safety Level of Effort<br>Projects<br>Safety   | PE    |                          |      |      |      |              |                               |       |       |       |
|   | ROW   |                          |      |      |      |              |                               |       |       |       |
|   | CONST | 100                      |      |      |      |              | 100                           |       |       | 100   |
|   |       |                          |      |      |      |              |                               |       |       |       |
|   | TOTAL | 100                      |      |      |      |              | 100                           |       |       | 100   |
| <b>WisDOT 113-17-010</b><br>Rail-Highway Crossing Safety Level of Effort<br>Rail Crossing Road Closure 852857P<br>Ogden Avenue Crossing of BNSF rail line<br>Safety   | PE    |                          |      |      |      |              |                               |       |       |       |
|   | ROW   |                          |      |      |      |              |                               |       |       |       |
|   | CONST | 7.5                      |      |      |      |              | 7.5                           |       |       | 7.5   |
|   |       |                          |      |      |      |              |                               |       |       |       |
|   | TOTAL | 7.5                      |      |      |      |              | 7.5                           |       |       | 7.5   |
| <b>WisDOT 113-17-012</b><br>BNSF Rail Crossing Improvement, 082857M<br>Tower Ave (S of STH 105) & 082858U<br>61 <sup>st</sup> St N (E of STH 35)Lights, Gates, Bungalow &<br>Traffic Signal Interconnection 8010-07-50<br>Safety & BNSF local match | PE    |                          |      |      |      |              |                               |       |       |       |
|   | ROW   |                          |      |      |      |              |                               |       |       |       |
|   | CONST | 750                      |      |      |      |              | 675                           |       | 75    | 750   |
|   |       |                          |      |      |      |              |                               |       |       |       |
|   | TOTAL | 750                      |      |      |      |              | 675                           |       | 75    | 750   |
| <b>OCR 113-18-002</b><br>Rail-Highway Crossing Safety Level of Effort<br>Projects<br>Safety   | PE    |                          |      |      |      |              |                               |       |       |       |
|   | ROW   |                          |      |      |      |              |                               |       |       |       |
|   | CONST | 100                      |      |      |      |              | 100                           |       |       | 100   |
|   |       |                          |      |      |      |              |                               |       |       |       |
|   | TOTAL | 100                      |      |      |      |              | 100                           |       |       | 100   |

|  |       | Estimated Cost (\$1,000) |      |      |      |              | Funding Source and Cost Share |       |       |        |
|--|-------|--------------------------|------|------|------|--------------|-------------------------------|-------|-------|--------|
|  |       | 2021                     | 2022 | 2023 | 2024 | Illustrative | Federal                       | State | Local | Total  |
| <b>WisDOT 113-18-003</b>                     |       |                          |      |      |      |              |                               |       |       |        |
| Rail-Highway Crossing Safety Level of Effort | PE    |                          |      |      |      |              |                               |       |       |        |
| Projects                                     | ROW   |                          |      |      |      |              |                               |       |       |        |
| Safety                                       | CONST | 100                      |      |      |      |              | 100                           |       |       | 100    |
|  |       |                          |      |      |      |              |                               |       |       |        |
|  | TOTAL | 100                      |      |      |      |              | 100                           |       |       | 100    |
|  |       |                          |      |      |      |              |                               |       |       |        |
| <b>OCR 113-18-004</b>                        |       |                          |      |      |      |              |                               |       |       |        |
| 58 <sup>th</sup> Street and WCL Crossing     | PE    |                          |      |      |      |              |                               |       |       |        |
| Install Flashing Lights and Gates            | ROW   |                          |      |      |      |              |                               |       |       |        |
| WCL Crossing 697407S                         | CONST | 228                      |      |      |      |              | 74                            | 40    | 114   | 228    |
| 1009-89-03                                   |       |                          |      |      |      |              |                               |       |       |        |
| (local share paid by WCL)                    | TOTAL | 228                      |      |      |      |              | 74                            | 40    | 114   | 228    |
|  |       |                          |      |      |      |              |                               |       |       |        |
| <b>OCR 113-18-007</b>                        |       |                          |      |      |      |              |                               |       |       |        |
| 5 <sup>th</sup> Street E.                    | PE    |                          |      |      |      |              |                               |       |       |        |
| BNSF Railway RR Crossing                     | ROW   |                          |      |      |      |              |                               |       |       |        |
| Crossing # 075947U                           | CONST | 189                      |      |      |      |              | 61.57                         | 33.15 | 94.72 | 189.45 |
| Install Signals and Gates                    |       |                          |      |      |      |              |                               |       |       |        |
| 1009-89-00                                   | TOTAL | 189                      |      |      |      |              | 61.57                         | 33.15 | 94.72 | 189.45 |
| Local share paid for by BNSF                 |       |                          |      |      |      |              |                               |       |       |        |
| <b>OCR 113-18-008</b>                        |       |                          |      |      |      |              |                               |       |       |        |
| CTH C  | PE    |                          |      |      |      |              |                               |       |       |        |
| BNSF RR Crossing                             | ROW   |                          |      |      |      |              |                               |       |       |        |
| Crossing # 067760D                           | CONST | 186                      |      |      |      |              | 60.41                         | 32.53 | 92.94 | 186    |
| Install Signals and Gates                    |       |                          |      |      |      |              |                               |       |       |        |
| 1009-89-01                                   | TOTAL | 186                      |      |      |      |              | 60.41                         | 32.53 | 92.94 | 186    |
|  |       |                          |      |      |      |              |                               |       |       |        |
| <b>OCR 113-18-009</b>                        |       |                          |      |      |      |              |                               |       |       |        |
| CTH C  | PE    |                          |      |      |      |              |                               |       |       |        |
| BNSF RR Crossing                             | ROW   |                          |      |      |      |              |                               |       |       |        |
| Crossing # 086403C                           | CONST | 222                      |      |      |      |              | 72.21                         | 38.88 | 111.1 | 222    |
| Install Signals and Gates                    |       |                          |      |      |      |              |                               |       |       |        |
| 1009-89-02                                   | TOTAL | 222                      |      |      |      |              | 72.21                         | 38.88 | 111.1 | 222    |
|  |       |                          |      |      |      |              |                               |       |       |        |

|  |       | Estimated Cost (\$1,000) |      |      |      |              | Funding Source and Cost Share |       |       |       |
|--|-------|--------------------------|------|------|------|--------------|-------------------------------|-------|-------|-------|
|  |       | 2021                     | 2022 | 2023 | 2024 | Illustrative | Federal                       | State | Local | Total |
| <b>OCR 113-19-005</b><br>Rail-Highway Crossing Safety Level of Effort<br>Projects<br>Safety    | PE    |                          |      |      |      |              |                               |       |       |       |
|  | ROW   |                          |      |      |      |              |                               |       |       |       |
|  | CONST |                          | 100  |      |      |              | 100                           |       |       | 100   |
|  | TOTAL |                          | 100  |      |      |              | 100                           |       |       | 100   |
|  |       |                          |      |      |      |              |                               |       |       |       |
| <b>WisDOT 113-19-006</b><br>Rail-Highway Crossing Safety Level of Effort<br>Projects<br>Safety | PE    |                          |      |      |      |              |                               |       |       |       |
|  | ROW   |                          |      |      |      |              |                               |       |       |       |
|  | CONST |                          | 100  |      |      |              | 100                           |       |       | 100   |
|  | TOTAL |                          | 100  |      |      |              | 100                           |       |       | 100   |
|  |       |                          |      |      |      |              |                               |       |       |       |
| <b>OCR 113-20-004</b><br>Rail-Highway Crossing Safety Level of Effort<br>Projects<br>Safety    | PE    |                          |      |      |      |              |                               |       |       |       |
|  | ROW   |                          |      |      |      |              |                               |       |       |       |
|  | CONST |                          |      | 100  |      |              | 100                           |       |       | 100   |
|  | TOTAL |                          |      | 100  |      |              | 100                           |       |       | 100   |
|  |       |                          |      |      |      |              |                               |       |       |       |
| <b>WisDOT 113-20-005</b><br>Rail-Highway Crossing Safety Level of Effort<br>Projects<br>Safety | PE    |                          |      |      |      |              |                               |       |       |       |
|  | ROW   |                          |      |      |      |              |                               |       |       |       |
|  | CONST |                          |      | 100  |      |              | 100                           |       |       | 100   |
|  | TOTAL |                          |      | 100  |      |              | 100                           |       |       | 100   |
|  |       |                          |      |      |      |              |                               |       |       |       |
| <b>OCR 113-21-0xx</b><br>Rail-Highway Crossing Safety Level of Effort<br>Projects<br>Safety    | PE    |                          |      |      |      |              |                               |       |       |       |
|  | ROW   |                          |      |      |      |              |                               |       |       |       |
|  | CONST |                          |      |      | 100  |              | 100                           |       |       | 100   |
|  | TOTAL |                          |      |      | 100  |              | 100                           |       |       | 100   |
|  |       |                          |      |      |      |              |                               |       |       |       |

|  |       | Estimated Cost (\$1,000) |      |      |      |              | Funding Source and Cost Share |       |       |       |
|--|-------|--------------------------|------|------|------|--------------|-------------------------------|-------|-------|-------|
|  |       | 2021                     | 2022 | 2023 | 2024 | Illustrative | Federal                       | State | Local | Total |
| <b>WisDOT 113-21-0xx</b>                     |       |                          |      |      |      |              |                               |       |       |       |
| Rail-Highway Crossing Safety Level of Effort | PE    |                          |      |      |      |              |                               |       |       |       |
| Projects                                     | ROW   |                          |      |      |      |              |                               |       |       |       |
| Safety                                       | CONST |                          |      |      | 100  |              | 100                           |       |       | 100   |
|  |       |                          |      |      |      |              |                               |       |       |       |
|  | TOTAL |                          |      |      | 100  |              | 100                           |       |       | 100   |
|  |       |                          |      |      |      |              |                               |       |       |       |

**2021–2024 TRANSPORTATION ALTERNATIVES PROJECTS**

|                                     |       | Estimated Cost (\$1,000) |      |      |      |              | Funding Source and Cost Share |       |       |       |
|-------------------------------------|-------|--------------------------|------|------|------|--------------|-------------------------------|-------|-------|-------|
|                                     |       | 2021                     | 2022 | 2023 | 2024 | Illustrative | Federal                       | State | Local | Total |
| <b>City of Superior 113-17-011</b>  |       |                          |      |      |      |              |                               |       |       |       |
| Superior Active Transportation Plan |       |                          |      |      |      |              |                               |       |       |       |
| TAP Funding                         | TOTAL | 150                      |      |      |      |              | 120                           |       | 30    | 150   |
| 8998-00-03                          |       |                          |      |      |      |              |                               |       |       |       |

**2021–2024 TRANSIT PROJECTS (5307)**

| Primary Jurisdiction<br>Project Sponsor/ TIP<br>Project ID | Project Description | 2021 (Jan-Dec) |         |         |               |           | 2022 (Jan-Dec) |         |         |               |           | 2023 (Jan-Dec) |         |         |               |           | 2024 (Jan-Dec) |         |         |               |           |
|--|---------------------|----------------|---------|---------|---------------|-----------|----------------|---------|---------|---------------|-----------|----------------|---------|---------|---------------|-----------|----------------|---------|---------|---------------|-----------|
|  |                     | Fed            | State   | Local   | Fare Box Rev. | Total     | Fed            | State   | Local   | Fare Box Rev. | Total     | Fed            | State   | Local   | Fare Box Rev. | Total     | Fed            | State   | Local   | Fare Box Rev. | Total     |
|  |                     |                |         |         |               |           |                |         |         |               |           |                |         |         |               |           |                |         |         |               |           |
| <b>Project</b>   |                     |                |         |         |               |           |                |         |         |               |           |                |         |         |               |           |                |         |         |               |           |
| DTA Sec. 5307 Operating Assistance                         | Regular Route       | 490,000        | 350,000 | 521,833 | 119,100       | 1,480,933 |                |         |         |               |           |                |         |         |               |           |                |         |         |               |           |
| DTA Sec. 5307 Operating Assistance                         | STRIDE              |                | 20,000  | 80,000  | 6,600         | 106,600   |                |         |         |               |           |                |         |         |               |           |                |         |         |               |           |
| DTA Sec. 5307 Operating Assistance                         | Regular Route       |                |         |         |               |           | 494,900        | 353,500 | 527,051 | 120,291       | 1,495,742 |                |         |         |               |           |                |         |         |               |           |
| DTA Sec. 5307 Operating Assistance                         | STRIDE              |                |         |         |               |           |                | 20,200  | 80,800  | 6,666         | 107,666   |                |         |         |               |           |                |         |         |               |           |
| DTA Sec. 5307 Operating Assistance                         | Regular Route       |                |         |         |               |           |                |         |         |               |           | 499,849        | 357,035 | 532,322 | 121,494       | 1,510,700 |                |         |         |               |           |
| DTA Sec. 5307 Operating Assistance                         | STRIDE              |                |         |         |               |           |                |         |         |               |           |                | 20,402  | 81,608  | 6,733         | 108,743   |                |         |         |               |           |
| DTA Sec. 5307 Operating Assistance                         | Regular Route       |                |         |         |               |           |                |         |         |               |           |                |         |         |               |           | 504,847        | 360,605 | 537,645 | 122,709       | 1,525,807 |
| DTA Sec. 5307 Operating Assistance                         | STRIDE              |                |         |         |               |           |                |         |         |               |           |                |         |         |               |           |                | 20,606  | 82,424  | 6,800         | 109,830   |

### 2021–2024 Transit Projects

| Primary Jurisdiction<br>Project Sponsor/<br>TIP Project ID | Project Description   | 2021 (Jan-Dec)                                 |       |       |       | 2022 (Jan-Dec) |       |       |       | 2023 (Jan-Dec) |       |       |       | 2024 (Jan-Dec) |       |       |       | ILLUSTRATIVE<br>(Jan-Dec) |       |       |       |
|--|---|--|-------|-------|-------|----------------|-------|-------|-------|----------------|-------|-------|-------|----------------|-------|-------|-------|---------------------------|-------|-------|-------|
|  |   | Fed  | State | Local | Total | Fed            | State | Local | Total | Fed            | State | Local | Total | Fed            | State | Local | Total | Fed                       | State | Local | Total |
|  |   | <b>Project</b>                                 |       |       |       |                |       |       |       |                |       |       |       |                |       |       |       |                           |       |       |       |
| Indian Trails – Intercity Bus Service                      | Service connecting Superior and Duluth to stops along USH 2 at various locations with connection to routes/stops located throughout Michigan. | No specific funds identified for this activity |       |       |       |                |       |       |       |                |       |       |       |                |       |       |       |                           |       |       |       |

### 2021-2024 Transit Projects (5310)

| Primary Jurisdiction<br>Project Sponsor/<br>TIP Project ID | Project Description   | 2021 (Jan-Dec) |       |       |       | 2022 (Jan-Dec) |       |       |       | 2023 (Jan-Dec) |       |       |       | 2024 (Jan-Dec) |       |       |       | ILLUSTRATIVE<br>(Jan-Dec) |       |       |       |
|--|---|----------------|-------|-------|-------|----------------|-------|-------|-------|----------------|-------|-------|-------|----------------|-------|-------|-------|---------------------------|-------|-------|-------|
|  |   | Fed            | State | Local | Total | Fed                       | State | Local | Total |
|  |   | <b>Project</b> |       |       |       |                |       |       |       |                |       |       |       |                |       |       |       |                           |       |       |       |
|  | No projects identified at the time of this TIP development. |                |       |       |       |                |       |       |       |                |       |       |       |                |       |       |       |                           |       |       |       |

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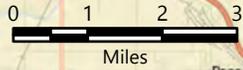
**Mapped TIP Projects**

| <u>Map Label</u> | <u>TIP Project ID</u> | <u>Project Description</u>  | <u>Project Year</u> | <u>Type of Cost</u> | <u>Primary Jurisdiction Sponsor</u> | <u>Project Type</u> |
|------------------|-----------------------|---|---------------------|---------------------|-------------------------------------|---------------------|
| 1                | 113-14-015            | Garfield Ave: Road closure BNSF crossing 1021635 - safety   | 2021                | Const               | WisDOT                              | Rail                |
| 2                | 113-16-006            | IH 535: St. Louis River Bridge-Const.,paint, misc. maint. B16-0005-001 to 0005                                      | 2022                | Const               | WisDOT                              | Road                |
| 3                | 113-16-010            | IH 535: St. Louis River Bridge - Maint. & gusset repair   | 2022                | Const               | WisDOT                              | Road                |
| 4                | 113-17-004            | USH 2 (USH 53 Interchange): 53rd Ave. E. to USH2/52 Intechange - Interchange mainline/ramp joint repair             | 2021                | PE                  | WisDOT                              | Road                |
| 5                | 113-17-010            | Ogden Ave./ BNSF 852857P Crossing: Road Closure of BNSF rail line   | 2021                | Const               | WisDOT                              | Rail                |
| 6                | 113-17-012            | STH 35/082857: Gate installation; 61st St. N/082858: Install lights and gates; STH35/105/61 St. N: Replace bungalow | 2021                | Const               | WisDOT                              | Rail                |
| 7                | 113-17-017            | USH 2/53: 53rd Ave. E to 31st Ave. E - Design   | 2021                | PE                  | WisDOT                              | Road                |
| 8                | 113-17-018            | USH 2/53: 53rd Ave. E to 31st Ave. E - Construction   | 2021                | Const               | WisDOT                              | Road                |
| 9                | 113-17-019            | IH 535 Superior-Duluth: St Louis River Bridge - Condition investigation   | 2021                | PE                  | WisDOT                              | Road                |
| 10               | 113-18-004            | 58th St.: WCL Crossing 6974075 - Install flashing lights and gates  | 2021                | Const               | WCL                                 | Rail                |
| 11               | 113-18-007            | 5th St. E: Crossing BNSF 075947U - Install signals & gates  | 2021                | Const               | BNSF                                | Rail                |
| 12               | 113-18-008            | CTH C: BNSF Crossing 067760D - Install signals & gates  | 2021                | Const               | OCR                                 | Rail                |
| 13               | 113-18-009            | CTH C: BNSF Crossing 086403C - Install signals & gates  | 2021                | Const               | OCR                                 | Rail                |
| 14               | 113-18-015            | STH 35/STH105: Intersection signal install (Tower Ave./Central Ave.)  | 2021                | Const               | WisDOT                              | Road                |
| 15               | 113-18-018            | STH 35: Milcheky Rd. to CTH B-Roadway Repairs due to flooding   | 2021                | Const               | WisDOT                              | Road                |
| 16               | 113-18-020            | Woodlawn Rd.: CTH A to N 58th St. E - Roadway repairs due to flooding   | 2021                | Const               | WisDOT                              | Road                |
| 17               | 113-18-021            | 3rd St E: 55th Ave. to 54th Ave. - Roadway repairs due to flooding  | 2021                | Const               | WisDOT                              | Road                |
| 18               | 113-19-001            | STH 13: Superior to Port Wing - Design for resurfacing project  | 2021                | PE                  | WisDOT                              | Road                |
| 19               | 113-19-002            | STH 13: Superior to Port Wing - Four (4) bridge rehab projects (B-16-014. 015, 06 & 023) Design                     | 2021                | PE                  | WisDOT                              | Road                |
| 20               | 113-19-003            | STH 13: Superior to Port Wing - Four (4) bridge rehab projects (B-16-014. 015, 06 & 023) Construction               | 2022                | Const               | WisDOT                              | Road                |
| 21               | 113-19-010            | Marina Dr.: Bridge replacement  | 2022                | Const               | WisDOT                              | Road                |
| 22               | 113-19-012            | USH 2/ STH 13 Bridge (B-16-0024) Rehabilitation Design  | 2021                | PE                  | WisDOT                              | Road                |
| 23               | 113-19-013            | Superior-Duluth: Blatnik Bridge (B-16-0005-0001 to -0005) Preliminary design: WisDOT to share to MnDOT 1199-00-07   | 2021                | PE                  | WisDOT                              | Road                |
| 24               | 113-19-015            | CTH Z: Lyman Lake Rd. to USH 2/53 - Preliminary design  | 2021                | PE                  | WisDOT                              | Road                |
| 25               | 113-19-016            | CTH C: MN State Line to CTH W/Barnes Rd. - Preliminary design   | 2021                | PE                  | WisDOT                              | Road                |
| 26               | 113-19-017            | CTH C: Irondale Rd. to STH 35 - Preliminary design  | 2021                | PE                  | WisDOT                              | Road                |
| 27               | 113-19-018            | STH 13: Sleepy Valley Loop to CTH D - Slope repairs   | 2021                | Const               | WisDOT                              | Road                |
| 28               | 113-20-001            | USH 2 (Superior to Wentworth): 53rd Ave. to CTH C - Patch/rut fill/repair and mill/ slab replacement                | 2021                | PE                  | WisDOT                              | Road                |
| 29               | 113-20-002            | USH 53: Kent Rd. to CTH C (NB & SB) - Resurface and culvert pipe replacement (approx. 6 miles)                      | 2023                | Const               | WisDOT                              | Road                |
| 30               | 113-20-006            | STH 35/Tower Ave.: Belknap St. to 64th St. - Preliminary design   | 2021                | PE                  | WisDOT                              | Road                |
| 31               | 113-20-007            | USH 53/East 2nd St.: Belknap St. to Blatnik Bridge - Preliminary Design   | 2021                | PE                  | WisDOT                              | Road                |
| 32               | 113-20-008            | STH 105: MN State Line to STH 35 - Preliminary design   | 2021                | PE                  | WisDOT                              | Road                |
| 33               | 113-20-009            | Hammond Ave: N. 21st St, to N. 28th St.- Preliminary Design   | 2021                | PE                  | WisDOT                              | Road                |
| 34               | 113-20-010            | IH 535/Blatnik Bridge-Bridge painting/preliminary design  | 2021                | PE                  | MNDOT                               | Road                |
| 35               | 113-20-011            | CTH C: MN State Line to STH 35 - Preliminary design   | 2021                | PE                  | WisDOT                              | Road                |
| 36               | 113-21-001            | Hammond Ave.: N 21st St. to N. 28th St. - Reconstruction  | 2024                | Const               | WisDOT                              | Road                |
| 37               | 113-21-002            | USH 53: 2nd Ave E to Hughitt Ave/Blatnik Bridge - Resurfacing   | 2024                | Const               | WisDOT                              | Road                |
| 38               | 113-21-003            | CTH C: MN State Line to STH 35 - Reconstruction   | 2022                | Const               | WisDOT                              | Road                |
| 39               | 113-21-004            | CTH Z: Old Lyman Lake Rd. to USH 2/53 - Reconstruction  | 2023                | Const               | WisDOT                              | Road                |
| 40               | 113-21-005            | CTH Z: CTH A to Old Lyman Lake Rd. - Pulverize and pave   | 2021                | Const               | WisDOT                              | Road                |
| 41               | 113-21-006            | CTH U: CTH UU to STH 13 - Pulverize and pave  | 2021                | Const               | WisDOT                              | Road                |
| 42               | 113-21-007            | CTH W: Olson Rd. to CTH C - Pulverize and pave  | 2021                | Const               | WisDOT                              | Road                |

**Unmapped TIP Projects**

| <u>TIP Project ID</u> | <u>Project Description</u>                   | <u>Project Year</u> | <u>Type of Cost</u> | <u>Primary Jurisdiction Sponsor</u> | <u>Project Type</u> |
|-----------------------|--|---------------------|---------------------|-------------------------------------|---------------------|
| 113-17-009            | Rail-Highway Crossing safety level of effort | 2021                | Const               | OCR                                 | Rail                |
| 113-18-002            | Rail-Highway Crossing safety level of effort | 2021                | Const               | OCR                                 | Rail                |
| 113-18-003            | Rail-Highway Crossing safety level of effort | 2021                | Const               | WisDOT                              | Rail                |
| 113-19-005            | Rail-Highway Crossing safety level of effort | 2022                | Const               | OCR                                 | Rail                |
| 113-19-006            | Rail-Highway Crossing safety level of effort | 2022                | Const               | WisDOT                              | Rail                |
| 113-20-004            | Rail-Highway Crossing safety level of effort | 2023                | Const               | OCR                                 | Rail                |
| 113-20-005            | Rail-Highway Crossing safety level of effort | 2023                | Const               | WisDOT                              | Rail                |
| 113-21-0xx            | Rail-Highway Crossing safety level of effort | 2024                | Const               | WisDOT                              | Rail                |
| 113-21-0xx            | Rail-Highway Crossing safety level of effort | 2024                | Const               | WisDOT                              | Rail                |
| 113-17-011            | Superior Active Transportation Plan          | 2021                |                     | City of Superior                    | TAP                 |

# Transportation Improvement Program Wisconsin MIC Area Projects 2021-2024



**2021-2024  
Transportation  
Improvement  
Projects**

**Project Year**

- 2021
- 2022
- 2023
- 2024

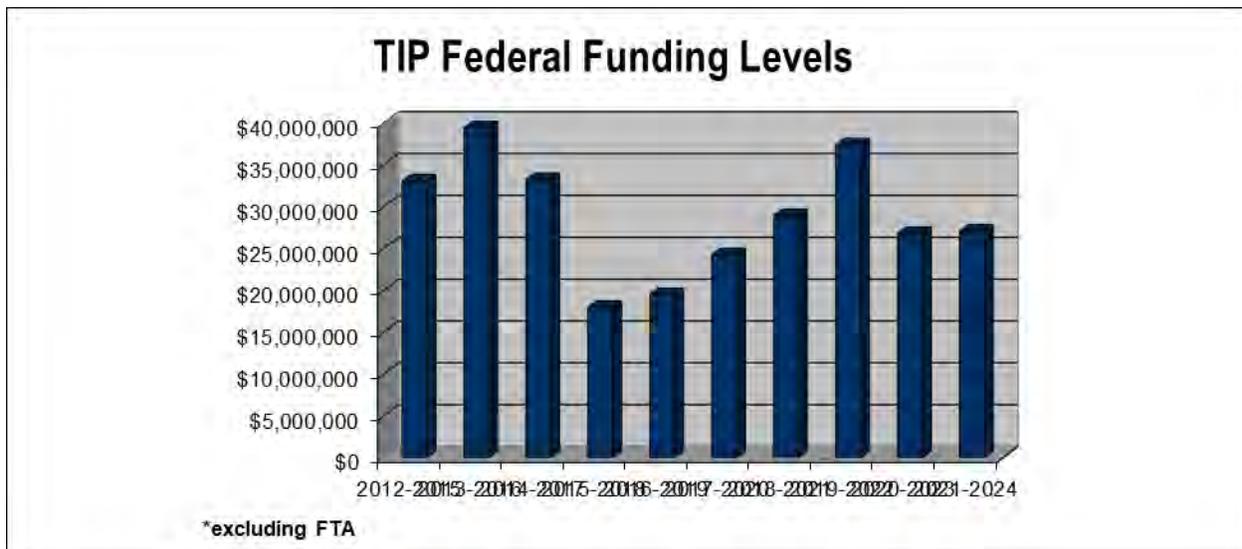
**See Inset A**

**Inset A**

## Chapter 5: Financial Capability & Constraint

Fiscal capability and constraint continues to play an important role in the development of the TIP and within *FAST* Act. For purposes of transportation operation and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by 23 U.S.C. 101(a)(6)) and public transportation (as defined by title 49 U.S.C. Chapter 53). The solicitation of transportation projects and their inclusion in the TIP has been based on availability of funds awarded or approved for development. As such, the fiscal capacity to fund the identified projects is targeted to specific funding sources whose funding commitment has already been secured. To formally identify these fund sources, the following analysis represents the fiscal capacity.

Historically, federal funding has consistently been available for transportation improvements within the Superior Urbanized Area and these funds have been matched with local or state funds to meet required federal match thresholds. The figure below illustrates federal funding commitments made to the urbanized area over identified TIP cycles.



### Assessment of Fiscal Constraints

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.

Table 5.1 provides annual average revenue levels for the Superior Area jurisdictions based on the expenditures for years 2016-2019. 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.

**Table 5.1: Funding for Streets and Highways in Recent Years (millions of dollars)**

| Jurisdictions    | 2016  |                | 2017  |                | 2018 |                | 2019 |                | Annual Avg |                |
|------------------|-------|----------------|-------|----------------|------|----------------|------|----------------|------------|----------------|
|                  | O&M   | Capital Outlay | O&M   | Capital Outlay | O&M  | Capital Outlay | O&M  | Capital Outlay | O&M        | Capital Outlay |
| WisDOT NW Region | 53.5  | 174.847        | 51.8  | 180.329        | 54.4 | 171.656        | 36.9 | 99.4           | 49.15      | 156.558        |
| City of Superior | 3.92  | 1.82           | 3.94  | 3.639          | 4    | 3.38           | 4.5  | 3.8            | 4.09       | 3.160          |
| Douglas County   | 7.6   | 4.5            | 8.1   | 4.5            | 8.0  | 3.3            | 5.3  | 3.9            | 7.25       | 4.05           |
| TOTAL            | 65.02 | 181.167        | 63.84 | 188.468        | 66.4 | 178.336        | 46.7 | 107.1          | 60.49      | 163.768        |

These averages are compared against the 2021-2024 TIP project costs in Table 5.2 to show that project costs in the 2021-2024 TIP do not exceed the revenue levels expected for capital outlay, and that jurisdictions will also continue to have the financial capability to carry out general system maintenance beyond the funds directed to those TIP projects.

**Table 5.2: Total Project Costs: 2021-2024 Superior Area TIP (millions of dollars)**

| Jurisdiction     | 2021   | 2022   | 2023 | 2024  | Expenses<br>2021-2024 (4yr total) | Revenue                |                |
|------------------|--------|--------|------|-------|-----------------------------------|------------------------|----------------|
|                  |        |        |      |       |                                   | Avg. Expend. (4 years) |                |
|                  |        |        |      |       |                                   | O&M                    | Capital Outlay |
| WisDOT NW Region | 17.997 | 10.1   | 8.7  | 2.4   | 39.197                            | 49.15                  | 230.015        |
| City of Superior | .160   | .335   | 0    | 1.434 | 1.929                             | 4.09                   | 3.160          |
| Douglas County   | 1.823  | 4.653  | 3.8  | 0     | 10.276                            | 7.25                   | 4.05           |
| TOTAL            | 19.98  | 15.088 | 12.5 | 3.834 | 51.402                            | 60.49                  | 237.225        |

The Superior area is allocated STP urban funds (Table 5.3). These federal funds are allocated on a two-year cycle and require a 20 percent local match. Even though the STP allocation guarantees funding proposed projects must go through the MIC for inclusion of expenditure in the TIP and a formal funding request must be made to WisDOT. Based on past funding allocations and projected allocations from WisDOT, urban funding levels are expected to remain fairly constant during the projected TIP years and local match requirements will be available.

**Table 5.3 - Superior STP Urban Funding Estimates**

| Fiscal Year | 7/1/19 – 6/30/21 |           | 7/1/21 – 6/30/23 |           | 7/1/23 – 6/30/25 |           |
|-------------|------------------|-----------|------------------|-----------|------------------|-----------|
|             | 2020             | 2021      | 2022             | 2023      | 2024             | 2025      |
| Requested   | \$227,817        | \$227,817 | \$227,817        | \$227,817 | \$227,817        | \$227,817 |
| Projected   | \$227,817        | \$227,817 | \$227,817        | \$227,817 | \$227,817        | \$227,817 |

The Superior Urbanized area is part of WisDOT’s Northwest Region. The Northwest Region comprises 20 counties in northern Wisconsin. Improvement projects proposed within the urbanized area compete at the region and state level for funding consideration. Selected projects identified in the TIP have been approved using federal and state funding assistance. Costs represented in Chapter 4 for all projects do not include inflationary increases to costs for out-year projects.

Table 5.4 represents funding availability for implementation of projects during all years. As a result, a 2% increase per year (as determined by WisDOT 2022-2024) is represented below to reflect requested/projected funding availability in calendar years. Costs were not inflated in Chapter 4 or in Table 5.2 to allow for comparability between the Wisconsin’s STIP and FIPS project codes.

**Table 5.4 – WisDOT Northwest Region Federal Highway Funding – Superior Urbanized Area**

|            | 2021      | 2022      | 2023      | 2024      |
|------------|-----------|-----------|-----------|-----------|
| Requested* | \$8,394.7 | \$7,114.3 | \$8,287.2 | \$3,275.9 |
| Projected* | \$8,394.7 | \$7,129.6 | \$8,323.2 | \$3,398.7 |

\* Funds represented in Thousands

Table 5.5 represents the Superior area’s financial plan for funding available in the Superior-Duluth area for transit projects listed in the 2021-2024 Superior 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.

**Table 5.5: Transit Funding Plan: 2021-2024 Superior Area TIP (millions of dollars)**

| Source              | 2021   | 2022   | 2023   | 2024   | 4 yr Total |
|---------------------|--------|--------|--------|--------|------------|
| FTA                 | 2.330  | 5.578  | 3.556  | 2.600  | 14.064     |
| FHWA                | 2.120  | .232   | 0      | 0      | 2.352      |
| Federal Total       | 4.450  | 5.810  | 3.556  | 2.600  | 16.416     |
| Other (state/local) | 18.081 | 18.949 | 19.931 | 19.255 | 75.216     |
| TOTALS              | 22.531 | 24.759 | 22.487 | 21.855 | 91.632     |

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. Table 5.6 shows the DTA’s average annual funding levels based on historical expenditures. Table 5.7 shows the DTA’s total cost by project source and year.

**Table 5.6: Funding for Transit in Recent Years (millions of dollars)**

| Expenditure              | 2016    | 2017    | 2018    | 2019   | Annual Avg. |
|--------------------------|---------|---------|---------|--------|-------------|
| Operations & Maintenance | 11.67   | 14.70   | 15.80   | 17.5   | 14.92       |
| Capital Outlay           | 0.88    | 2.70    | 3.14    | 1.6    | 2.08        |
| Bus Purchases            | 4.71    | 5.70    | 0.82    | 4.7    | 3.98        |
| TOTAL                    | \$17.26 | \$23.10 | \$19.80 | \$23.8 | \$20.99     |

**Table 5.7: Total Transit Costs by Project Type: 2021-2024 Superior Area TIP (millions of dollars)**

| Source            | 2021  | 2022  | 2023  | 2024  | Expenses                          | Revenue           |
|-------------------|-------|-------|-------|-------|-----------------------------------|-------------------|
|                   |       |       |       |       | 2021-2024<br>TIP (4 yr<br>totals) | Avg<br>(annually) |
| O&M               | 1.588 | 1.603 | 1.619 | 1.636 | 6.446                             | 1.611             |
| Capital<br>Outlay | 0     | 0     | 0     | 0     | 0                                 | 0                 |
| Bus<br>Purchase   | 0     | 0     | 0     | 0     | 0                                 | 0                 |
| <b>TOTAL</b>      | 1.588 | 1.603 | 1.619 | 1.636 | 6.446                             | 1.611             |

Table 5.8 on the following page, represents the approved federally funded projects slated for development within the Superior Urbanized area. All expenditures have an inflationary increase of 1.78% for years 2022-2024 and projected revenue and inflationary increase of 2.0% for years 2022-2024. Overall, based on past, current and projected years the TIP is determined to be fiscally constrained based on available information.

**Table 5.8**  
**Programmed and Available Federal Funding for the 2021-2024 TIP**  
**(\$1,000)**

| Funding Sources                |                     | Programmed Expenditures |         |         |         |          | Estimated Available Funding |         |         |         |          |
|--------------------------------|---------------------|-------------------------|---------|---------|---------|----------|-----------------------------|---------|---------|---------|----------|
| Agency                         | Program             | 2021                    | 2022    | 2023    | 2024    | Total    | 2021                        | 2022    | 2023    | 2024    | Total    |
| Federal Highway Administration | STP Urban           |                         | 272.6   |         | 1,209.3 | 1,481.9  |                             | 273.2   |         | 1,217.3 | 1,490.5  |
|                                | MLS                 |                         |         | 1,036   |         | 1,036    |                             |         | 1,040.4 |         | 1,040.4  |
|                                | STBG-R              |                         | 3,788.3 |         |         | 3,788.3  |                             | 3,796.4 |         |         | 3,796.4  |
|                                | STP Rural           |                         |         |         |         |          |                             |         |         |         |          |
|                                | STP Other           | 5,250                   |         |         |         | 5,250    | 5,250                       |         |         |         | 5,250    |
|                                | STP EN              |                         |         |         |         |          |                             |         |         |         |          |
|                                | SAFETY              | 1,258.2                 | 203.6   | 207.2   | 210.9   | 1,879.9  | 1,258.2                     | 204     | 208.1   | 212.2   | 1,882.5  |
|                                | BR                  | 320                     | 2,849.8 |         |         | 3,169.8  | 320                         | 2,856   |         |         | 3,176    |
|                                | NHS                 |                         |         |         |         |          |                             |         |         |         |          |
|                                | Emerg Prog          | 977.5                   |         |         |         | 977.5    | 977.5                       |         |         |         | 977.5    |
|                                | NHHP                | 469                     |         | 7,044   | 1,855.7 | 9,368.7  | 469                         |         | 7,074.7 | 1,969.2 | 9,512.9  |
|                                | TAP                 | 120                     |         |         |         | 120      | 120                         |         |         |         | 120      |
|                                | Total               | 8,394.7                 | 7,114.3 | 8,287.2 | 3,275.9 | 27,072.1 | 8,394.7                     | 7,129.6 | 8,323.2 | 3,398.7 | 27,246.2 |
| Federal Transit Administration | Sec. 5307 Operating | 490                     | 503.7   | 517.8   | 532.2   | 2,043.7  | 490                         | 504.8   | 520     | 535.7   | 2,050.5  |
|                                | Sec. 5307 Capital   |                         |         |         |         |          |                             |         |         |         |          |
|                                | 5310                |                         |         |         |         |          |                             |         |         |         |          |
|                                | Total               | 490                     | 503.7   | 517.8   | 532.2   | 2,043.7  | 490                         | 504.8   | 520     | 535.7   | 2,050.5  |

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## Chapter 6: Project Status Updates 2020-2023

The following is a status update on projects listed in the 2020-2023 TIP. Information for this section is up-to-date as of August 2020. Some projects have realized budget changes. These changes have not been reflected in the Estimated Costs columns, but are noted in the Project Status column. For more detailed project status information, contact the sponsoring agency. The *Annual List of Obligated Projects* can be found at [www.dsmic.org](http://www.dsmic.org).

### PROJECT STATUS UPDATES 2020-2023

#### 2020 Roadway Projects

| Jurisdiction and Project Number | Project Description  | Type of Cost                    | Estimated Costs & Funding Sources in Thousands |                    |                |                    | Project Status                     |
|---------------------------------|--|---------------------------------|--|--------------------|----------------|--------------------|------------------------------------|
|                                 |  |                                 | Federal  | State              | Local          | Total              |                                    |
| WisDOT<br>113-15-001            | IH 535 Superior-Duluth St. Louis River Brdg B-16-001 thru -005<br>0.91 Mi BRRHB – Brdg Management Study<br>ID 1199-00-03 | PE<br>ROW<br>CONST<br><br>TOTAL |  | 293<br><br>293     |                | 293<br><br>293     | On schedule for completion in 2020 |
| WisDOT<br>113-16-002            | USH 2<br>2 <sup>nd</sup> Ave E. – 31 <sup>st</sup> Ave E.<br><br>1198-03-74 (Const)                                      | PE<br>ROW<br>CONST<br><br>TOTAL | 4,870<br><br>4,870                             | 1,232<br><br>1,232 |                | 6,102<br><br>6,102 | On schedule for completion in 2020 |
| WisDOT<br>113-16-010            | IH 535 Superior – Duluth Bridge Maintenance & Gusset Repair MnDOT lead. State Funding<br>1199-00-75 CONST                | PE<br>ROW<br>CONST<br><br>TOTAL |  | 500<br><br>500     |                | 500<br><br>500     | Project moved from 2020 to 2022    |
| WisDOT<br>113-16-013            | E 2 <sup>nd</sup> Street / USH 53<br>2 <sup>nd</sup> Ave E to 31 <sup>st</sup> Ave E<br>State Funding<br>1198-03-04 PE   | PE<br>ROW<br>CONST<br><br>TOTAL |  | 600<br><br>600     |                |                    | On schedule for completion in 2020 |
| WisDOT<br>113-16-014            | Intersection of E 2 <sup>nd</sup> Street / USH 2 to IH535, Operation & Safety Plan<br><br>1198-03-06                     | PE<br>ROW<br>CONST<br><br>TOTAL |  | 375<br><br>375     |                | 375<br><br>375     | On schedule for completion in 2020 |
| WisDOT<br>113-17-002            | STH 105<br>Oliver – Superior<br>Pokegama River Bridge<br>Replace Structure w single span<br>8760-00-70                   | PE<br>ROW<br>CONST<br><br>TOTAL | 1,604<br><br>1,604                             | 400<br><br>400     | 291<br><br>291 | 2,295<br><br>2,295 | On schedule for completion in 2020 |

| Jurisdiction and Project Number | Project Description   | Type of Cost                    | Estimated Costs & Funding Sources in Thousands |                    |                  |                | Project Status   |
|---------------------------------|---|---------------------------------|--|--------------------|------------------|----------------|--|
|                                 |   |                                 | Federal  | State              | Local            | Total          |  |
| WisDOT<br>113-17-004            | USH 2 (USH 53 Interchange) 53 <sup>rd</sup> Ave E – USH 2/53 Interchange Mainline/Ramp Joint Repair<br>1180-00-31 | PE<br>ROW<br>CONST<br><br>TOTAL |  | 225<br><br>225     |                  | 225<br><br>225 | Project carried over to 2020                               |
| City of Superior<br>113-17-007  | N 28 <sup>th</sup> Street Hill Ave – E 3 <sup>rd</sup> Street Resurface, STP Urban<br>8998-00-23                  | PE<br>ROW<br>CONST<br><br>TOTAL | 401<br><br>401                                 |                    | 101<br><br>101   | 502<br><br>502 | On schedule for completion in 2020                         |
| WisDOT<br>113-17-008            | USH 53/USH 2, USH 2/USH 13, USH 53/STH 35<br>Crack Seal at Bridge sites<br>1190-11-84                             | PE<br>ROW<br>CONST<br><br>TOTAL |  | 150<br><br>150     |                  | 150<br><br>150 | On schedule for completion in 2020                         |
| WisDOT<br>113-17-017            | USH 2/USH 53<br>31 <sup>st</sup> Avenue E to 53 <sup>rd</sup> Avenue E<br><br>1198-03-08 (design)                 | PE<br>ROW<br>CONST<br><br>TOTAL | 280<br><br>280                                 | 70<br><br>70       |                  | 350<br><br>350 | Project carried over to 2021                               |
| WisDOT<br>113-17-019            | IH 535<br>Superior – Duluth<br>B 16-0005-0001<br>Bridge Condition Investigation<br>1199-00-06 (PE)                | PE<br>ROW<br>CONST<br><br>TOTAL |  | 1,000<br><br>1,000 |                  |                | Project carried over to 2021                               |
| WisDOT<br>113-18-014            | STH 35 & STH 105 (Tower and Central)<br>Design is 100% WI<br>Intersection Signal Install<br>3700-50-55            | PE<br>ROW<br>CONST<br><br>TOTAL |  | 45<br><br>45       | 5<br><br>5       | 50<br><br>50   | On schedule for completion in 2020                         |
| WisDOT<br>113-18-015            | STH 35 & STH 105 (Tower and Central)<br>Design is 100% WI<br>Intersection Signal Install<br>3700-50-54            | PE<br>ROW<br>CONST<br><br>TOTAL | 667.8<br><br>667.8                             |                    | 74.2<br><br>74.2 | 742<br><br>742 | Project carried over to 2021                               |
| Douglas County<br>113-18-016    | CTH Z & CN Rail Bridge<br>Bridge #P160070<br>Road Over Height<br>Flashing Beacon Install<br>8744-00-02            | PE<br>ROW<br>CONST<br><br>TOTAL | 20<br><br>20                                   |                    | 20<br><br>20     | 40<br><br>40   | On schedule for completion in 2020                         |
| Douglas County<br>113-18-017    | CTH Z & CN Rail Bridge<br>Bridge #P160070<br>Road Over Height<br>Flashing Beacon Install<br>8744-00-02            | PE<br>ROW<br>CONST<br><br>TOTAL | 46<br><br>46                                   |                    | 5<br><br>5       | 51<br><br>51   | Project cancelled due to cost factors and removed from TIP |

| Jurisdiction and Project Number | Project Description   | Type of Cost                    | Estimated Costs & Funding Sources in Thousands |                    |                |                    | Project Status  |
|---------------------------------|---|---------------------------------|--|--------------------|----------------|--------------------|---|
|                                 |   |                                 | Federal  | State              | Local          | Total              |   |
| WisDOT<br>113-18-018            | STH 35 – Milchesky Rd to S. Jct CTH B<br>Roadway repairs due to flooding<br>8010-00-72                                    | PE<br>ROW<br>CONST<br><br>TOTAL | 115<br><br>115                                 |                    |                | 115<br><br>115     | Project carried over to 2020  |
| WisDOT<br>113-18-020            | Woodlawn Road<br>CTH A to N 58 <sup>th</sup> St E<br>Roadway repairs due to flooding<br>8998-00-31                        | PE<br>ROW<br>CONST<br><br>TOTAL | 517.5<br><br>517.5                             |                    |                | 517.5<br><br>517.5 | Project carried over to 2020  |
| WisDOT<br>113-18-021            | 3 <sup>rd</sup> Street E<br>55 <sup>th</sup> Ave to 54 <sup>th</sup> Ave<br>Roadway Repairs due to flooding<br>8998-00-32 | PE<br>ROW<br>CONST<br><br>TOTAL | 345<br><br>345                                 |                    |                | 345<br><br>345     | Project carried over to 2020  |
| WisDOT<br>113-19-001            | STH 13<br>Port Wing – Superior<br>Design for Resurfacing<br><br>8510-01-00  | PE<br>ROW<br>CONST<br><br>TOTAL |  | 300<br><br>300     |                | 300<br><br>300     | Project carried over to 2020  |
| WisDOT<br>113-19-002            | STH 13<br>Port Wing – Superior<br>Four (4) Bridge Rehab<br>Projects (B-16=014, 015,<br>06 & 023)<br>8510-01-05            | PE<br>ROW<br>CONST<br><br>TOTAL | 320<br><br>320                                 | 80<br><br>80       |                | 400<br><br>400     | Project carried over to 2020  |
| WisDOT<br>113-19-012            | USH 2, Douglas Co<br>STH 13 Bridge B-16-024<br>NHPP<br>1195-03-00   | PE<br>ROW<br>CONST<br><br>TOTAL | 140<br><br>140                                 | 35<br><br>35       |                | 175<br><br>175     | Project carried over to 2021  |
| WisDOT<br>113-19-013            | Superior-Duluth<br>Blatnik Bridge (B16-001-<br>005) Preliminary Design<br>WisDOT share to MnDOT<br>1199-00-17             | PE<br>ROW<br>CONST<br><br>TOTAL |  | 4,700<br><br>4,700 |                | 4,700<br><br>4,700 | Project carried over to 2021  |
| WisDOT<br>113-19-014            | USH2/USH53<br>Interchange to Moccasin<br>Mike Rd<br>Repairs due to buckling<br>1198-00-64                                 | PE<br>ROW<br>CONST<br><br>TOTAL |  | 64<br><br>64       |                | 64<br><br>64       | Project is complete   |
| Douglas County<br>119-19-015    | CTH Z<br>Lyman Lake Rd to<br>UHS/2/53<br>Preliminary Design<br>8744-00-00   | PE<br>ROW<br>CONST<br><br>TOTAL |  |                    | 137<br><br>137 | 137<br><br>137     | Project carried over to 2021 and costs increased to \$155,000 total |
| Douglas County<br>119-19-016    | CTH C<br>MN State Line to CTH<br>W/Barnes Road<br>Preliminary Design<br>8758-00-02  | PE<br>ROW<br>CONST<br><br>TOTAL |  |                    | 137<br><br>137 | 137<br><br>137     | Project carried over to 201   |

| Jurisdiction and Project Number | Project Description   | Type of Cost                    | Estimated Costs & Funding Sources in Thousands |                  |                  |                    | Project Status   |
|---------------------------------|---|---------------------------------|--|------------------|------------------|--------------------|--|
|                                 |   |                                 | Federal  | State            | Local            | Total              |  |
| Douglas County<br>119-19-017    | CTH C<br>Irondale Road to STH 35<br>Preliminary Design<br>8758-00-03  | PE<br>ROW<br>CONST<br><br>TOTAL |  |                  | 137<br><br>137   | 137<br><br>137     | Project carried over to 2021   |
| WisDOT<br>119-19-018            | STH 13<br>Sleepy Valley Loop to<br>CTH D<br>Slope Repairs<br>8510-00-61   | PE<br>ROW<br>CONST<br><br>TOTAL |  | 74.9<br><br>74.9 |                  | 74.9<br><br>74.9   | On schedule for completion in 2020                                   |
| WisDOT<br>113-20-001            | USH 2<br>Superior to Wentworth<br>53 <sup>rd</sup> Ave CTH C<br>Patch/Rut Fill/Repair and<br>Mill/Slab Repair<br>1180-00-31       | PE<br>ROW<br>CONST<br><br>TOTAL |  | 225<br><br>225   |                  | 225<br><br>225     | On Schedule for Completion in 2020???                                |
| WisDOT<br>113-20-006            | STH 35 / Tower Avenue<br>Belknap St to 64 <sup>th</sup> St<br>Preliminary Design<br>NHPP 4.05 mi (C Superior<br>Match) 8010-00-03 | PE<br>ROW<br>CONST<br><br>TOTAL | 94<br><br>94                                   |                  | 32<br><br>32     | 126<br><br>126     | Project carried over to 2021 and total budget increased to \$300,000 |
| WisDOT<br>113-20-007            | USH 53/East 2 <sup>nd</sup> Street<br>Belknap St to Blatnik<br>Bridge<br>Preliminary Design, NHPP<br>1.76 miles<br>1198-03-03     | PE<br>ROW<br>CONST<br><br>TOTAL | 104<br><br>104                                 |                  | 26<br><br>26     | 130<br><br>130     | Project carried over to 2021   |
| WisDOT<br>113-20-008            | STH 105<br>MN State Line to STH 35<br>Preliminary Design<br>4.68 miles<br>8760-00-01  | PE<br>ROW<br>CONST<br><br>TOTAL | 90<br><br>90                                   |                  | 22.5<br><br>22.5 | 112.5<br><br>112.5 | Project carried over to 2021   |
| WisDOT<br>113-20-010            | IH 535<br>Superior-Duluth<br>Blatnik Bridge – Painting<br>MNDOT Lead<br>1199-00-04  | PE<br>ROW<br>CONST<br><br>TOTAL |  | 40<br><br>40     |                  | 40<br><br>41       | Project carried over to 2021   |
| Douglas County                  | CTH C<br>MN State Line – STH 35<br>Preliminary Design<br>8758-00-02   | PE<br>ROW<br>CONST<br><br>TOTAL |  |                  | 10<br><br>10     | 10<br><br>10       | Project carried over to 2021   |

### 2021 Roadway Projects

| Jurisdiction and Project Number | Project Description   | Type of Cost       | Estimated Costs & Funding Sources in Thousands |       |       |       | Project Status  |
|---------------------------------|---|--------------------|--|-------|-------|-------|---|
|                                 |   |                    | Federal  | State | Local | Total |   |
| City of Superior<br>113-14-011  | N 28 <sup>th</sup> Street – Hill Avenue to E. 3 <sup>rd</sup> Street Roadway Resurfacing<br><br>8998-00-23 (const)<br>STP-Urban | PE<br>ROW<br>CONST | 80   |       | 20    | 100   | Project is complete   |
|                                 |   | TOTAL              | 80   |       | 20    | 100   |   |
| WisDOT<br>113-16-006            | IH 535 Superior – Duluth St. Louis River Bridge B16-0005-001 to 0005<br><br>1199-00-74  | PE<br>ROW<br>CONST |  | 5,900 |       | 5,900 | Project moved from 2021 to 2022                               |
|                                 |   | TOTAL              |  | 5,900 |       | 5,900 |   |
| WisDOT<br>113-17-015            | STH 35/Tower Avenue 69 <sup>th</sup> Street to 64 <sup>th</sup> Street<br><br>8010-00-00(PE)                                    | PE<br>ROW<br>CONST |  | 60    |       | 60    | Project advanced to 2020 and PE Complete                      |
|                                 |   | TOTAL              |  | 60    |       | 60    |   |
| WisDOT<br>113-17-016            | STH 35/Tower Avenue 69 <sup>th</sup> Street to 64 <sup>th</sup> Street Mill & Overlay<br>8010-00-70                             | PE<br>ROW<br>CONST | 576  | 144   |       | 720   | Project advanced to 2020 and scheduled to be complete in 2020 |
|                                 |   | TOTAL              | 576  | 144   |       | 720   |   |
| WisDOT<br>113-17-018            | USH 2/USH 53 29 <sup>st</sup> Avenue E to 53 <sup>rd</sup> Avenue E<br><br>1198-03-78 (const)                                   | PE<br>ROW<br>CONST | 4,880  | 1,475 |       | 6,355 | Project on schedule for 2021                                  |
|                                 |   | TOTAL              | 4,880  | 1,475 |       | 6,355 |   |

### 2022 Roadway Projects

| Jurisdiction and Project Number | Project Description   | Type of Cost       | Estimated Costs & Funding Sources in Thousands |       |       |       | Project Status        |
|---------------------------------|---|--------------------|--|-------|-------|-------|-----------------------|
|                                 |   |                    | Federal  | State | Local | Total |                       |
| WisDOT<br>113-19-003            | Port Wing – Superior Four (4) Bridge Rehab Projects (B-16-014, 15, 16, 23) Construction<br>8510-01-75 | PE<br>ROW<br>CONST | 2,800  | 700   |       | 3,500 | On scheduled for 2022 |
|                                 |   | TOTAL              | 2,800  | 700   |       | 3,500 |                       |
| City of Superior<br>113-19-010  | Marina Drive Marina Drive Bridge Replacement<br>STP Urban   | PE<br>ROW<br>CONST | 267.8  |       | 67    | 334.8 | On scheduled for 2022 |
|                                 |   | TOTAL              | 267.8  |       | 67    | 334.8 |                       |

### 2023 Roadway Projects

| Jurisdiction and Project Number | Project Description   | Type of Cost       | Estimated Costs & Funding Sources in Thousands |       |       |       | Project Status  |
|---------------------------------|---|--------------------|--|-------|-------|-------|---|
|                                 |   |                    | Federal  | State | Local | Total |   |
| WisDOT<br>113-20-002            | USH 53<br>Ken Road – CTH C (NB&SB)<br>Resurface & Culvert Pipe Replacement Approx 6 mi<br>NHPP 1198-00-72 | PE<br>ROW<br>CONST | 6,800  | 1,700 |       | 8,500 | Project on schedule for 2023                          |
|                                 |   | TOTAL              | 6,800  | 1,700 |       | 8,500 |   |
| City of Superior<br>113-20-009  | Hammond Avenue<br>N 21 <sup>st</sup> St to N 28 <sup>th</sup> Street<br>Preliminary Design<br>0.49 miles  | PE<br>ROW<br>CONST |  |       | 313   | 313   | Project advanced to 2021 and cost reduced to \$10,000 |
|                                 |   | TOTAL              |  |       | 313   | 313   |   |

### 2020 Rail Projects

| Jurisdiction and Project Number | Project Description   | Type of Cost       | Estimated Costs & Funding Sources in Thousands |       |       |       | Project Status                                 |
|---------------------------------|---|--------------------|--|-------|-------|-------|--|
|                                 |   |                    | Federal  | State | Local | Total |  |
| WisDOT<br>113-14-015            | Rail Crossing Road Closure – Garfield Avenue in the City of Superior.<br>BNSF Crossing #102163S<br><br>8988-00-54 (const)<br>Safety | PE<br>ROW<br>CONST | 7.5  |       |       | 7.5   | Project carried over to 2021                   |
|                                 |   | TOTAL              | 7.5  |       |       | 7.5   |  |
| OCR<br>113-17-009               | OCR Rail – Highway Crossing Safety Level of Efforts Projects<br><br>Safety  | PE<br>ROW<br>CONST | 100  |       |       | 100   | No project identified and dropped from program |
|                                 |   | TOTAL              | 100  |       |       | 100   |  |
| WisDOT<br>113-17-010            | OCR Rail – Road Closure 852857P<br>Ogden Ave - BNSF<br><br>Safety   | PE<br>ROW<br>CONST | 7.5  |       |       | 7.5   | Project carried over to 2021                   |
|                                 |   | TOTAL              | 7.5  |       |       | 7.5   |  |

| Jurisdiction and Project Number | Project Description  | Type of Cost | Estimated Costs & Funding Sources in Thousands |       |       |        | Project Status                  |
|---------------------------------|--|--------------|--|-------|-------|--------|---------------------------------|
|                                 |  |              | Federal  | State | Local | Total  |                                 |
| WisDOT<br>113-17-012            | NSSF Rail Crossing<br>082857M Tower<br>Ave & 082858U 61 <sup>st</sup><br>N – Gates,<br>Bungalow,<br>Interconnect<br>8010-07-50 | PE           |  |       |       |        | Project carried over<br>to 2021 |
|                                 |  | ROW          |  |       |       |        |                                 |
|                                 |  | CONST        | 675  |       | 75    | 750    |                                 |
|                                 |  | TOTAL        | 675  |       | 75    | 750    |                                 |
| WisDOT<br>113-18-005            | N 28 <sup>th</sup> St – Union<br>Pacific Crossing<br>#186144U Install<br>Signals and Gates<br>8998-00-55                       | PE           |  |       |       |        | Project completed in<br>2020    |
|                                 |  | ROW          |  |       |       |        |                                 |
|                                 |  | CONST        | 240  |       | 60    | 300    |                                 |
|                                 |  | TOTAL        | 240  |       | 60    | 300    |                                 |
| WisDOT<br>113-18-006            | N 28 <sup>th</sup> St – Union<br>Pacific Crossing<br>#186144U – Rail<br>Crossing Road<br>Surface<br>8998-00-56                 | PE           |  |       |       |        | Project completed in<br>2020    |
|                                 |  | ROW          |  |       |       |        |                                 |
|                                 |  | CONST        | 56   |       | 14    | 70     |                                 |
|                                 |  | TOTAL        | 56   |       | 14    | 70     |                                 |
| OCR<br>113-18-007               | 5th St E – BNSF RR<br>Crossing #075947U<br>– Install Signals and<br>Gates<br>1009-89-00<br>Local paid by BNSF                  | PE           |  |       |       |        | Project carried over<br>to 2021 |
|                                 |  | ROW          |  |       |       |        |                                 |
|                                 |  | CONST        | 61.57  | 33.15 | 94.72 | 189.45 |                                 |
|                                 |  | TOTAL        | 61.57  | 33.15 | 94.72 | 189.45 |                                 |
| OCR<br>113-18-008               | CTH C – BNSF RR<br>Crossing #067760D<br>– Install Signals and<br>Gates<br>1009-89-01<br>Local paid by BNSF                     | PE           |  |       |       |        | Project carried over<br>to 2021 |
|                                 |  | ROW          |  |       |       |        |                                 |
|                                 |  | CONST        | 60.41  | 32.53 | 92.94 | 186    |                                 |
|                                 |  | TOTAL        | 60.41  | 32.53 | 92.94 | 186    |                                 |
| OCR<br>113-18-009               | CTH C – BNSF RR<br>Crossing #086403C<br>– Install Signals and<br>Gates<br>1009-89-02<br>Local paid by BNSF                     | PE           |  |       |       |        | Project carried over<br>to 2021 |
|                                 |  | ROW          |  |       |       |        |                                 |
|                                 |  | CONST        | 72.21  | 38.88 | 111.1 | 222    |                                 |
|                                 |  | TOTAL        | 72.21  | 38.88 | 111.1 | 222    |                                 |

### 2021 Rail Projects

| Jurisdiction and Project Number | Project Description  | Type of Cost | Estimated Costs & Funding Sources in Thousands |       |       |       | Project Status  |
|---------------------------------|--|--------------|--|-------|-------|-------|---|
|                                 |  |              | Federal  | State | Local | Total |   |
| OCR<br>113-18-002               | OCR Rail – Highway<br>Crossing Safety Level of<br>Efforts Projects<br><br>Safety | PE           |  |       |       |       | On schedule for<br>completion in 2021 if<br>a project is identified |
|                                 |  | ROW          |  |       |       |       |   |
|                                 |  | CONST        | 100  |       |       | 100   |   |
|                                 |  | TOTAL        | 100  |       |       | 100   |   |

| Jurisdiction and Project Number | Project Description  | Type of Cost       | Estimated Costs & Funding Sources in Thousands |       |       |       | Project Status  |
|---------------------------------|--|--------------------|--|-------|-------|-------|---|
|                                 |  |                    | Federal  | State | Local | Total |   |
| WisDOT<br>113-18-003            | OCR Rail – Highway Crossing Safety Level of Efforts Projects<br><br>Safety   | PE<br>ROW<br>CONST | 100  |       |       | 100   | On schedule for completion in 2021 if a project is identified |
|                                 |  | TOTAL              | 100  |       |       | 100   |   |
| WisDOT<br>113-18-004            | 58 <sup>th</sup> St & WCL Crossing. Install Flashing Lights and Gates. Crossing 697407S 1009-89-03<br>Safety – WCL local share | PE<br>ROW<br>CONST | 74   | 40    | 114   | 228   | On schedule for completion in 2021                            |
|                                 |  | TOTAL              | 74   | 40    | 114   | 228   |   |

### 2022 Rail Projects

| Jurisdiction and Project Number | Project Description   | Type of Cost       | Estimated Costs & Funding Sources in Thousands |       |       |       | Project Status  |
|---------------------------------|---|--------------------|--|-------|-------|-------|---|
|                                 |   |                    | Federal  | State | Local | Total |   |
| OCR<br>113-19-005               | OCR Rail – Highway Crossing Safety Level of Efforts Projects<br><br>Safety    | PE<br>ROW<br>CONST | 100  |       |       | 100   | On schedule for completion in 2022 if a project is identified |
|                                 |   | TOTAL              | 100  |       |       | 100   |   |
| WisDOT<br>113-19-006            | WisDOT Rail – Highway Crossing Safety Level of Efforts Projects<br><br>Safety | PE<br>ROW<br>CONST | 100  |       |       | 100   | On schedule for completion in 2022 if a project is identified |
|                                 |   | TOTAL              | 100  |       |       | 100   |   |

### 2023 Rail Projects

| Jurisdiction and Project Number | Project Description   | Type of Cost       | Estimated Costs & Funding Sources in Thousands |       |       |       | Project Status  |
|---------------------------------|---|--------------------|--|-------|-------|-------|---|
|                                 |   |                    | Federal  | State | Local | Total |   |
| OCR<br>113-20-004               | OCR Rail – Highway Crossing Safety Level of Efforts Projects<br><br>Safety    | PE<br>ROW<br>CONST | 100  |       |       | 100   | On schedule for completion in 2023 if a project is identified |
|                                 |   | TOTAL              | 100  |       |       | 100   |   |
| WisDOT<br>113-20-005            | WisDOT Rail – Highway Crossing Safety Level of Efforts Projects<br><br>Safety | PE<br>ROW<br>CONST | 100  |       |       | 100   | On schedule for completion in 2023 if a project is identified |
|                                 |   | TOTAL              | 100  |       |       | 100   |   |

### 2020-2023 Transportation Alternatives Projects

| Jurisdiction and Project Number | Project Description  | Type of Cost       | Estimated Costs & Funding Sources in Thousands |       |       |       | Project Status               |
|---------------------------------|--|--------------------|--|-------|-------|-------|------------------------------|
|                                 |  |                    | Federal  | State | Local | Total |                              |
| City of Superior<br>113-17-011  | Superior Active Transportation Plan<br>TAP funding<br>8998-00-03 | PE<br>ROW<br>CONST | 120  |       | 30    | 150   | Project carried over to 2021 |
|                                 |  | TOTAL              | 120  |       | 30    | 150   |                              |

### 2020-2023 TRANSIT PROJECTS

#### DTA Projects

No Change in Projected Funding Years

| Year | Project/Description  | Federal Cost           | State Cost             | Local Cost             | Fare Box Revenue       | Total Cost                 |
|------|--|------------------------|------------------------|------------------------|------------------------|----------------------------|
| 2020 | DTA Sec. 5307 Operating Assistance - Regular Route                                   | \$632,083              | \$419,534              | \$604,889              | \$156,626              | \$1,813,132                |
| 2020 | DTA Sec. 5307 Operating Assistance - STRIDE  | \$27,612               | \$32,451               | \$58,671               | \$12,434               | \$131,434                  |
| 2020 | DTA Sec. 5307 Capital Assistance<br>No funding awarded for projects.                 | <del>\$60,000</del>    |                        | <del>\$15,000</del>    |                        | <del>\$75,000</del>        |
|      |  |                        |                        |                        |                        |                            |
| 2021 | DTA Sec. 5307 Operating Assistance - Regular Route Updated funding amounts estimated | \$663,687<br>\$490,000 | \$434,787<br>\$350,000 | \$635,707<br>\$521,833 | \$158,941<br>\$119,100 | \$1,893,123<br>\$1,480,933 |
| 2021 | DTA Sec. 5307 Operating Assistance - STRIDE Updated funding amounts estimated        | \$28,440<br>\$0        | \$33,115<br>\$20,000   | \$60,405<br>\$80,000   | \$12,618<br>\$6,600    | \$134,578<br>\$106,600     |
|      |  |                        |                        |                        |                        |                            |
| 2022 | DTA Sec. 5307 Operating Assistance - Regular Route Updated funding amounts estimated | \$696,871<br>\$494,900 | \$451,309<br>\$353,500 | \$669,399<br>\$527,051 | \$161,325<br>\$120,291 | \$1,978,904<br>\$1,495,742 |
| 2022 | DTA Sec. 5307 Operating Assistance - STRIDE Updated funding amounts estimated        | \$29,293<br>\$0        | \$33,777<br>\$20,200   | \$62,217<br>\$80,800   | \$12,807<br>\$6,666    | \$138,094<br>\$107,666     |
| 2022 | DTA Sec. 5307 Capital Assistance<br>No funding awards anticipated for projects       | <del>\$60,000</del>    |                        | <del>\$15,000</del>    |                        | <del>\$75,000</del>        |
|      |  |                        |                        |                        |                        |                            |
| 2023 | DTA Sec. 5307 Operating Assistance - Regular Route Updated funding amounts estimated | \$696,871<br>\$499,849 | \$451,309<br>\$357,035 | \$669,399<br>\$532,332 | \$161,325<br>\$121,494 | \$1,978,904<br>\$1,510,700 |
| 2023 | DTA Sec. 5307 Operating Assistance - STRIDE Updated funding amounts estimated        | \$29,293<br>\$0        | \$33,777<br>\$20,402   | \$62,217<br>\$81,608   | \$12,807<br>\$6,733    | \$138,094<br>\$108,743     |

### 2020 Transit Projects (5310)

| Jurisdiction and Project Number                | Project Description  | Estimated Costs & Funding Sources |       |         |         | Calendar Year Fund | Project Status  |
|--|--|-----------------------------------|-------|---------|---------|--------------------|---|
|  |  | Federal                           | State | Local   | Total   |                    |   |
| North Country Independent Living<br>113-20-010 | Funding of a Voucher Program for individuals with disabilities experiencing transportation barriers in 8 NW counties | 137,650                           |       | 137,650 | 275,300 | 2020               | Program cycle CY 2020 – project on schedule for completion in 2020. |
| North Country Independent Living<br>113-20-011 | Funding a mobility manager within NCIL   | 30,139                            |       | 7,535   | 37,674  | 2020               | Program cycle CY 2020 – project on schedule for completion in 2020. |
| Challenge Center of Superior<br>113-20-012     | Funding two Medium Bus Replacement Vehicles  | 100,800                           |       | 25,200  | 126,000 | 2020               | Program cycle CY 2020 – project on schedule for completion in 2020. |
| Senior Connections<br>113-20-013               | Funding a Minivan Replacement Vehicle with Side-Load Access  | 32,800                            |       | 8,200   | 41,000  | 2020               | Program cycle CY 2020 – project on schedule for completion in 2020. |

### 2020 Transit Projects (5311)

| Jurisdiction and Project Number       | Project Description  | Estimated Costs & Funding Sources in Thousands |       |       |       | Calendar Year Fund | Project Status                         |
|---------------------------------------|--|--|-------|-------|-------|--------------------|--|
|                                       |  | Federal  | State | Local | Total |                    |  |
| Indian Trails – Intercity Bus Service | Service connecting Superior and Duluth to stops along USH 2 at various locations with connection to routes/stops located throughout Michigan. (5311) |  |       |       |       |                    | Project funding from WisDOT continues. |

## Chapter 7: Community Impact Assessment

Environmental justice is embodied in Title VI of the 1964 Civil Rights Act and 1994 Executive Order 12898 “Federal Actions to Address Environmental Justice in Minority and Low-Income Populations”. Environmental Justice symbolizes a public policy goal of ensuring that negative affects resulting from government activities do not fall disproportionately on low-income or minority populations. Within the realm of transportation planning, the concept refers to an understanding of the likely economic, social, and environmental impacts of proposed changes to the transportation system. While it is difficult to make significant improvements to transportation systems without causing negative effects of one form or another, the concern of environmental justice is whether proposed projects might disproportionately affect the health or environment of minority or low-income populations. It has become apparent that the impacts on these groups have often been overlooked as potential criteria for project evaluation.

The impacts of transportation projects on specific populations may take many forms, including air or noise pollution, access to opportunities, changes in property values, safety, and aesthetics. When evaluating potential transportation projects under environmental justice, the distributional equity—the incidence of benefits and costs across income levels—resulting from the change in the system would be considered in combination with its economic efficiency. In addition, there would be direct interaction between the targeted populations and the project leaders, thereby fostering an accurate understanding of the likely impacts of the project and of how to evade or mitigate any adverse effects. An analysis of the geographic distribution of low-income and minority populations in the MIC Area helps to highlight the transportation projects that have the greatest need to consider possible impacts under the concept of environmental justice. A TIP projects map is overlaid upon areas identified as exceeding national minority and low income thresholds.

When applying environmental justice considerations, it is necessary to recognize the differences between projects in their scope and in their proximity to the target populations. In addition to concern over projects that are planned near concentrations of the target populations, environmental justice also strives to identify areas with any perceived lack of projects aimed at improving conditions near them. With that understood the following transportation projects abut or are within a portion of an area with concentrations of low-income or minority populations; however none of the projects listed below are projected to have a disproportionately high and adverse human health or environmental effect since the projects are rehabilitation of existing infrastructure or are making safety related improvements to transportation modes.

Low Income Area TIP Project Listing (see map for general location)

#2 113-16-006 IH535 Superior – Duluth (CY 2022)

#3 113-16-010 IH535 St. Louis River Bridge – (CY 2022)

#9 113-17-019 IH535 Blatnik Bridge (CY 2021)

#23 113-19-013 IH 535 (B16-001-005) (CY 2021)

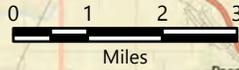
Minority Area TIP Project Listing (see map for general location)

#24 and #39 113-19-005 & 113-21-004 (PE CY 2021 and Rehab CY 2023)

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# Transportation Improvement Program Wisconsin MIC Area Projects 2021-2024 Minority and Low Income Populations



**2021-2024  
Transportation  
Improvement  
Projects**

**Project Year**

- 2021
- 2022
- 2023
- 2024

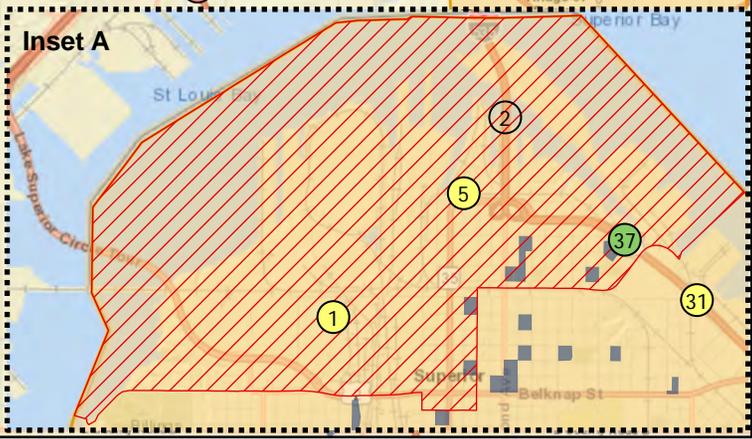
**Demographics**

- Low Income Census Tracts\*  
(2013-2017 ACS Estimates)
- Minority Population\*\*  
(2010 US Census Blocks)

\*Median household income is at, or below, the Department of Health and Human Services (HHS) poverty guidelines at the census tract level. HHS poverty guideline for a family of four is \$26,200 (2020).

\*\*Census block where minorities make up 26% or more of the block's total population.

**See Inset A**



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## Chapter 8: Public Involvement

The Duluth-Superior Metropolitan Interstate Council encourages and engages the participation of a broad range of interest groups, organizations, governments, and citizens to build consensus for addressing the area's transportation issues. Public involvement in the transportation planning process must be early, continuing, and proactive.

The MIC, committed to being a responsive and participatory agency for regional decision-making, encourages and seeks public comment and participation in the development of the TIP and all other planning projects. The *Public Involvement Plan (PIP)* reaffirms the MIC's commitment to an aggressive, effective public participation process. While some activities outlined in the PIP are more proactive than others, the main objective is to get citizens and those with special interests involved.

### 2021-2024 MIC TIP Public Participation

- Correspondence to agencies seeking calendar year 2024 project requests and other 2021-2023 project activities not listed with the 2020-2023 TIP were sent to representative agencies in July 2020 soliciting candidate multi-modal transportation projects.
- The draft TIP was reviewed and acted upon by the MIC on August 19, 2020 officially releasing the draft document for public comment. At the August MIC meeting the proposed draft 2021-2024 TIP was reviewed and opportunity for public comment made available to all participants present.
- The 2021-2024 Superior Urbanized TIP was posted to the MIC and NWRPC websites prior to publication of the legal notice officially opening the 30-day public comment period.
- Legal notice on the 30-day public comment period was published on or about August 21, 2020 in *The Superior Telegram*. A copy of the public notice and affidavit is included in the appendix.
- Letters were distributed to various state and federal agencies, Tribal Nations, and other local organizations as part of the MIC's consultation and outreach efforts in seeking input regarding the draft TIP. Copies of the letters are included in the appendix.
- A public information meeting will be held on or about September 17, 2020 at the Government Center. MIC staff were available at the public information session to review the draft TIP and project location maps proposed within the TIP.
- Public comments and staff communication to questions related to the draft TIP is summarized and included in the appendix.
- The Transportation Advisory Committee (TAC) is anticipated to consider recommending approval of the 2021-2024 TIP on October 20, 2020. Opportunity for public comment was made available to all participants present at the TAC

meeting. A summary of public comments made at the October 20, 2020 meeting will be included in the appendix.

- The MIC is anticipated to consider recommending approval of the 2021-2024 TIP on October 21, 2020. Opportunity for public comment was made available to all participants present at the MIC meeting. A summary of public comments made at the October 21, 2020 meeting will be included in the appendix.