

Why changes in the MIC's TIP process are needed

There are several reasons the MIC is pursuing a revision of the TIP application and scoring process. The reasons are listed and briefly described below:

Include Federally Required Performance Measures and Targets

The TIP process must include and consider federal performance measures required under 23 USC 150(b) and (c), 49 USC 5326(c), 49 USC 5329(d), 23 CFR 450.306(d), and 23 CFR 450.324(f)(3) and (4). The current specific performance measure topics are safety (PM 1), infrastructure (PM 2), system performance on the National Highway System) (PM 3). Transit asset management (TAM) targets must also be met. Each of these topics has three or more specific targets to be met. The MIC will incorporate these targets into the TIP application and scoring process.

Tie More Directly to Long-Range Transportation Plan Goals & Objectives

The MIC's long-range transportation plan (LRTP), *Sustainable Choices 2045*, was completed and approved in October 2019. The overall focus of *Sustainable Choices 2045* differs from past LRTPs as it is more holistic, more focused on overall sustainability of the region's transportation system, and has goals and objectives centered around five integrated central planning perspectives rather than the list of federal planning factors. The TIP application and scoring process will be revised to reflect and incorporate these new areas of focus and thus help the TIP be a better tool for achieving both short and long-range plan goals and objectives. The MIC believes the TIP application and scoring process should more directly and specifically incorporate the updated LRTP to better ensure the goals and objectives of *Sustainable Choices 2045* are implemented.

Less Funding than in the past for a Competitive Process

The current TIP scoring process is set-up to be competitive, with the highest scored applications being prioritized and awarded. While there is not necessarily any problem with this approach, the reality is TIP funding has dropped to the point that there often is no competition and an applicant may simply receive funding because there was no competition, even if the proposed project is not a priority or in some other way significantly helping to meet numerous goals of the LRTP. The MIC will consider ways to ensure any project being awarded TIP funding is helping to implement goals and objectives of *Sustainable Choices 2045* in an integrated manner. One aspect of this is to include a minimum score that must be met to be considered for receiving TIP funds.

Better Incorporate Comments & Input Received

Hundreds of valuable comments regarding several modes of transportation were submitted during the development of *Sustainable Choices 2045* via surveys, public events, and a public comment period. These comments can be very useful in helping to implement the plan's goals and objectives, so the MIC will be considering what ways, if any, these comments can be incorporated within the TIP application and scoring process.

It is clear from some of the above that the MIC's former/current TIP application and scoring process is not fully valid today and should be updated/revised.

For all of these reasons the MIC is commencing revision of its TIP application and scoring process.

TIP Application Process Revisions - An Overview

NOTE: Throughout this document “MIC” refers to the MIC Policy Board with understanding that individual tasks and recommendations may come from MIC staff as assigned and/or appropriate.

Given that:

- Projects in the TIP are to be consistent with the LRTP by meeting the goals and objectives in real, identifiable ways;
- Projects in the TIP are of three types:
 - Funded via the federal Surface Transportation Block Grant (STBG)
 - Funded via some other federal source
 - Funded via some other state, local, or other source but the project is deemed “regionally significant” to our regional transportation system;
- The MIC is only involved directly with one of these funding sources – passing through the STBG funding.
 - Distributed to state and local jurisdictions;
- The MIC can deny any requested or submitted project if it does not support/help meet the goals and objectives of the LRTP.
 - Thus, it is good to have a true evaluation process in place;
- Currently only local roadway authorities applying for STBG funds submit any type of application
 - The application provides the only real detail as to what the project is, what it is to achieve, and how it can be determined if it helps support/meet the LRTP goals and objectives
 - Approximately 25% of the projects in the TIP each year are funded through STBG dollars;
- Currently projects submitted to the MIC to be included in the TIP but not seeking STBG funding do not submit an application form.
 - Thus, the MIC gets insufficient information for determining if the project helps support/meet the LRTP goals and objectives and performance measures.
 - To summarize: approximately 75% of the projects in the TIP provide insufficient data or detail for determining if it helps support/meet the LRTP goals and objectives, or anyway to objectively determine if it should even be in the TIP (see first bullet point);
- It is not a requirement to include geographic equity in the TIP process;
- The MIC may or may not use criteria or scoring requirements in its TIP project selection process;
- The MIC is to provide updates on progress made in moving towards and/or meeting the federal/state performance measures and transit asset management targets, which are also two of the objectives listed in the LRTP; *and*
- The MIC desires to better track real progress made in meeting the goals and objectives of the LRTP both as an annual report and when updating the LRTP (as is required).

TIP Application Process Revisions - An Overview

Special Note

A proposal was made by a jurisdiction at the August 31, 2020 LRTP Implementation Team Work Group meeting to remove the requirement for any criteria and scoring for individual projects to be included in the TIP (what was being proposed by the MIC), and instead the jurisdictions would agree to complete the same or similar form as the TIP Inclusion Request Form for all projects not in the TIP that demonstrate progress towards meeting the goals and objectives of the LRTP. The jurisdictions present (St Louis County, City of Duluth, and MnDOT) all agreed to this proposal.

The idea behind this proposal is that it provides better flexibility as some individual projects are good for the area-wide transportation system even if it does not meet multimodal or numerous LRTP goal requirements. It was agreed that the broader point is that we are more concerned with all the projects (as a whole) making progress towards meeting the multimodal and diverse goals and objectives of the LRTP than each individual project doing so.

This approach demonstrates good-faith effort by the MIC to use an approach that is not overly burdensome to the jurisdictions, and demonstrates a good-faith effort by the jurisdictions to consider projects that overall are helping to meet the goals and objectives of the LRTP and provide accurate information and data to help the MIC report on the progress towards implementing the LRTP (as required of them).

The MIC stressed that we can use this approach as a 3-year test before the next LRTP is due. We will learn how well it works, and whether or not some revisions, such as including required criteria, will be needed.

Basic Process

Given the above and based on the comments, discussion, and agreements from the July 21 and September 15, 2020 LRTP Implementation Team and August 31, 2020 LRTP Implementation Team Work Group meetings MIC staff suggest the following basic TIP application processes:

TIP Application Process Revisions - An Overview

Projects Applying for STBG Funding

1. All projects applying for STBG funding are to complete the “Duluth Area TIP Project STBG Application Form”.
2. All jurisdictions eligible for federal transportation funding shall participate in a pre-application meeting with MIC staff to discuss and identify which project(s) are best suited for applying for the STBG funding for that year.
3. Timeline:
 - October – Pre-application Jurisdictional Meeting
 - December – Project applications due
 - February – MIC approves projects
 - April – Draft TIP is released with 30-day public comment period
 - June – Final TIP is presented for approval
4. When the project is completed, the jurisdiction completes a status report form verifying which modes, LRTP goals and objectives, and performance measures and TAM targets were achieved in the project.

Projects Requesting Inclusion into the TIP

1. All projects requesting to be included in the TIP are to complete the “Duluth Area TIP Inclusion Request Form”. In lieu of completing the requested narrative in the form, the jurisdiction may instead submit the equivalent narrative from a funding application they have already submitted for the project.
2. Timeline: The completed form must be submitted to the MIC a minimum of one (1) month prior to the requested approval of that project by the MIC Policy Board.
3. When the project is completed, the jurisdiction completes a status report form verifying which modes, LRTP goals and objectives, and performance measures and TAM targets were achieved in the project.

Projects Not Included in the TIP that Demonstrate Progress Towards Implementation of LRTP Goals

1. All surface transportation projects (whether roadway, bikeway, sidewalk, trail, transit, or other) within the MIC area that demonstrate progress towards meeting the goals and objectives of the LRTP that are not included in the TIP are to complete the “Duluth Area Non-TIP Project Form”.
2. The jurisdiction will complete the “Duluth Area Non-TIP Project Form” verifying basic project and mode information, as well as which LRTP goals, objectives, performance measures, and/or TAM targets were achieved in the project. In lieu of completing the requested narrative in the form, the jurisdiction may instead submit the equivalent narrative from a funding application they have already submitted for the project.
3. Timeline: The completed form must be submitted to the MIC no later than December 31 of the year construction of a project meeting “1” above is completed. The MIC will send a reminder request for submittal of the “Duluth Area Non-TIP Project Form” for applicable projects each November.

Duluth Area TIP Inclusion Request Form

Duluth-Superior Metropolitan Interstate Council

I Instructions

Intro

Welcome to the Project Inclusion Request Form for the Duluth Area Transportation Improvement Program (TIP). If you are requesting a new project be included in the Duluth Area TIP, you must submit a TIP Inclusion Request form.

Eligibility:

Only eligible jurisdictions may apply. An eligible jurisdiction is a state agency, county, transit authority, regional rail authority, tribal government, or city with a population over 5000 that is within the Duluth-Superior Metropolitan Interstate Council (MIC) planning area (see the map). Cities and townships with a population under 5000 people may submit projects but need to be sponsored by an eligible jurisdiction.

Evaluation Process:

The MIC will evaluate each application for required consistency with the regional goals, objectives and associated project lists in the MIC's Long Range Transportation Plan (LRTP). The current LRTP is *Sustainable Choices 2045*. The project shall follow the basic process outlined below to be considered for inclusion into the TIP.

Basic Process for Requesting Project Inclusion into the TIP

1. All projects requesting to be included in the TIP are to complete the "Duluth Area TIP Inclusion Request Form". In lieu of completing the requested narrative in the form, the jurisdiction may instead submit the equivalent narrative from a funding application they have already submitted for the project.
2. Timeline: The completed form must be submitted to the MIC a minimum of one (1) month prior to the requested approval of that project by the MIC Policy Board.
3. When the project is completed, the jurisdiction completes a status report form verifying which modes, LRTP goals and objectives, and performance measures and TAM targets were achieved in the project.

II 2025 TIP Inclusion Request Timeline

For non-STBG funded projects to enter the Duluth Area TIP, this form must be completed for each new project and be submitted to the MIC a minimum one (1) month prior to the requested approval by the MIC Policy Board.

III Project Overview

Project name:

Lead Agency:

Contact Information (Name, email, phone number)

Route System # (Interstate, US Hwy, MN Hwy, CSAH, MSA, or Not Applicable-NA):

Location (Jurisdiction; Roadway, Intersection; and/or Trail Name(s); and be as specific as possible about where the work will occur):

Length (in miles), if applicable:

Brief Project Description (up to 200 characters, to be included in TIP):

Proposed Funding Type(s):

Total Project Cost:

Federal Funding Amount:

State Trunk Highway (TH) and/or Bond Amount:

Other and/or Local Funding Amount:

Year to be Constructed:

If Roadway Project, Functional Class:

IV Evaluation Criteria – 2025 MIC Area TIP Inclusion Request Form

Being Multimodal

Which of the following transportation mode(s) are included in and/or enhanced by this project? (select all that apply):

<input type="checkbox"/>	Walking	<input type="checkbox"/>	Freight (Truck, Rail, or Air)
<input type="checkbox"/>	Biking	<input type="checkbox"/>	Maritime (Ship or Barge)
<input type="checkbox"/>	Transit (Bus, Shuttle, Passenger Rail, or Other)	<input type="checkbox"/>	Air
<input type="checkbox"/>	Automobile	<input type="checkbox"/>	Other:

Work to be completed as part of this project:

Select all applicable walking-related work associated with this project:

<input type="checkbox"/>	Crosswalks – Markings or Warning System	<input type="checkbox"/>	Sidewalk Improvements
<input type="checkbox"/>	Curb Ramps	<input type="checkbox"/>	Sidewalk Addition
<input type="checkbox"/>	Signage	<input type="checkbox"/>	Trail/Walking Path Improvements
<input type="checkbox"/>	Lighting	<input type="checkbox"/>	Trail/Walking Path Addition
<input type="checkbox"/>	ADA Improvements	<input type="checkbox"/>	Other:

Select all applicable biking-related work associated with this project:

<input type="checkbox"/>	Crosswalks – Markings or Warning System	<input type="checkbox"/>	Trail/Bike Path Improvements
<input type="checkbox"/>	Curb ramps	<input type="checkbox"/>	Trail/Bike Path Addition
<input type="checkbox"/>	Signage	<input type="checkbox"/>	Bike Lane - Painted
<input type="checkbox"/>	Lighting	<input type="checkbox"/>	Bike Lane - Separated
<input type="checkbox"/>	ADA Improvements	<input type="checkbox"/>	Other:

Select all applicable transit-related work associated with this project:

<input type="checkbox"/>	Bus Route – Improvement or Addition	<input type="checkbox"/>	Transit Technology
<input type="checkbox"/>	New Buses	<input type="checkbox"/>	Dedicated Transit Lane or Drop-off
<input type="checkbox"/>	Transit Facility	<input type="checkbox"/>	Transit Maintenance
<input type="checkbox"/>	Transit Shelter	<input type="checkbox"/>	Transit Signage
<input type="checkbox"/>	Other:		

Select all other applicable work associated with this project:

<input type="checkbox"/>	Concrete Pavement Rehab	<input type="checkbox"/>	Traffic Signal	<input type="checkbox"/>	Bridge (New)
<input type="checkbox"/>	Culverts	<input type="checkbox"/>	Turning Lane	<input type="checkbox"/>	Bridge Rehabilitation
<input type="checkbox"/>	Grading	<input type="checkbox"/>	Intersection Improvement	<input type="checkbox"/>	Bridge Replacement
<input type="checkbox"/>	Shoulders	<input type="checkbox"/>	Roundabout	<input type="checkbox"/>	Dock Construction or Repair
<input type="checkbox"/>	Surfacing or Resurfacing	<input type="checkbox"/>	Rest Area or Wayside	<input type="checkbox"/>	Non-dock Harbor Infrastructure
<input type="checkbox"/>	Stormwater Mngt	<input type="checkbox"/>	Landscaping	<input type="checkbox"/>	Shipping Channel Navigation
<input type="checkbox"/>	Signage	<input type="checkbox"/>	Lighting	<input type="checkbox"/>	RR Crossing Improvement
<input type="checkbox"/>	Guard Rail Improvement	<input type="checkbox"/>	Other:		

L RTP Goals and Objectives

GOAL 1: Promote public health and energy conservation, and protect and enhance the environment through responsible Duluth-Superior area transportation system policies and design. (Health of People and the Environment)

Which of the following L RTP Goal 1 Objectives will this project help to accomplish? (select all that apply):

	Objective	
<input type="checkbox"/>	1-1	Design and maintain infrastructure across the Duluth-Superior area transportation system in a manner that supports and encourages a physically active everyday transportation routine.
<input type="checkbox"/>	1-2	Improve energy conservation related to the use and operation of the local and regional transportation system, for both environmental and public health benefits.
<input type="checkbox"/>	1-3	Through innovative design, improved infrastructure, land use planning, use of sustainable approaches, higher fuel efficiency, and other options, avoid, minimize, and/or mitigate the negative environmental impacts of the Duluth-Superior area transportation system, such as stormwater runoff, flooding, air emissions, toxic pollution, noise and light pollution, and the spread of invasive species.

GOAL 2: Ensure the Duluth-Superior area transportation system supports the development and maintenance of a safe, healthy, and connected community that provides opportunities and choices for people of all ages, incomes, and abilities. (Livable Communities and Equity)

Which of the following L RTP Goal 2 Objectives will this project help to accomplish? (select all that apply):

	Objective	
<input type="checkbox"/>	2-1	Provide legitimate choices for all people of all ages, incomes, and abilities across the entire Duluth-Superior area transportation system.
<input type="checkbox"/>	2-2	Ensure legitimate opportunities for the public to engage in discussion about, and to share their needs and desires regarding the Duluth-Superior area transportation system.
<input type="checkbox"/>	2-3	Build and maintain infrastructure that fits the neighborhood character.
<input type="checkbox"/>	2-4	Appropriately scale transportation-related projects across the Duluth-Superior area transportation system.
<input type="checkbox"/>	2-5	Ensure investments in the Duluth-Superior area transportation system lead to a diversification of transportation options for people across all modes.
<input type="checkbox"/>	2-6	Make information about the Duluth-Superior area transportation system available to the public in a variety of ways.

GOAL 3: Ensure the safety and security of the Duluth-Superior area transportation system for all users and modes, including being prepared to handle emergencies and disasters. (Safety)

Which of the following LRTP Goal 3 Objectives will this project help to accomplish? (select all that apply):

	Objective	
<input type="checkbox"/>	3-1	Ensure acceptable security, emergency response, disaster preparedness, and risk mitigation are maintained across the entire Duluth-Superior area transportation system.
<input type="checkbox"/>	3-2	Ensure evidence-based, data-supported design integrating acceptable levels of risk is emphasized in transportation-related project development and selection.
<input type="checkbox"/>	3-3	Prioritize safety and acceptable levels of risk for vulnerable users of the Duluth-Superior area transportation system.
<input type="checkbox"/>	3-4	Meet all required safety-related federal, state, and local performance measures.
<input type="checkbox"/>	3-5	Maintain Duluth-Superior area transportation system infrastructure to ensure an acceptable level of risk for all users, both people and goods.
<input type="checkbox"/>	3-6	Use technology to improve the safety and security of the Duluth-Superior area transportation system.

GOAL 4: Ensure the Duluth-Superior area transportation system is an integrated multimodal network that supports people and goods getting to where they need to go in an efficient manner. (Moving People and Goods)

Which of the following LRTP Goal 4 Objectives will this project help to accomplish? (select all that apply):

	Objective	
<input type="checkbox"/>	4-1	Provide viable and efficient travel options for the movement of people and goods across the entire Duluth-Superior area transportation system.
<input type="checkbox"/>	4-2	Address inefficiencies in the Duluth-Superior area transportation system for all modes.
<input type="checkbox"/>	4-3	Improve real-time travel across the Duluth-Superior area transportation system by maintaining the current critical infrastructure to increase longevity of local transportation facilities for all modes.
<input type="checkbox"/>	4-4	Improve real-time travel across the Duluth-Superior area transportation system through the adoption and use of technology.
<input type="checkbox"/>	4-5	Ensure direct travel connections between modes of transportation for people exist and are maintained across the Duluth-Superior area transportation system.
<input type="checkbox"/>	4-6	Ensure direct travel connections between modes of transportation for goods and services exist and are maintained across the Duluth-Superior area transportation system.
<input type="checkbox"/>	4-7	Meet all required federal, state, and local performance measures and targets for NHS infrastructure (PM2), system performance on the NHS (PM3), and transit asset management (TAM).

GOAL 5: Develop and maintain the Duluth-Superior area transportation system to support economic productivity and competitiveness, including tourism. (Economic Vitality)

Which of the following LRTP Goal 5 Objectives will this project help to accomplish? (select all that apply):

	Objective	
<input type="checkbox"/>	5-1	Ensure the Duluth-Superior area transportation system provides access to and connection of key population and employment centers.
<input type="checkbox"/>	5-2	Improve access and mobility across the Duluth-Superior area transportation system for the movement of freight.
<input type="checkbox"/>	5-3	Promote Duluth-Superior area transportation system decisions and investments that enhance the regional and global competitiveness of the Duluth-Superior Port.
<input type="checkbox"/>	5-4	Promote Duluth-Superior area transportation system decisions and investments that stimulate neighborhood and regional economic activity, such as those that support core investment areas in local jurisdictions.
<input type="checkbox"/>	5-5	Make it easier to travel to tourist destinations and events.
<input type="checkbox"/>	5-6	Integrate existing economic development plan recommendations when making decisions about Duluth-Superior area transportation system projects.

Describe in detail how this project will help accomplish the goals and identified objectives of the LRTP, or why it is not applicable. As part of your answer briefly describe the purpose and need for the project, what issues (project and system level) are to be addressed with this project, and what anticipated solutions to possible barriers will be needed to complete the project? (barriers could be public resistance, right-of-way needed, etc). (up to 3400 characters)

In lieu of completing the above requested narrative, the jurisdiction may instead submit the equivalent narrative from a funding application they have already submitted for the project.

Performance Measure or Transit Asset Management Targets

Which of the following LRTP Objectives regarding performance measures will this project help to achieve? (select all that apply):

	Objective	
<input type="checkbox"/>	3-4	Meet all required safety-related federal, state, and local performance measures.
<input type="checkbox"/>	4-7	Meet all required federal, state, and local performance measures and targets for NHS infrastructure (PM2), system performance on the NHS (PM3), and transit asset management (TAM).

Which of the following MIC-approved performance measure and transit asset management targets is it anticipated this project will help achieve? (mark all that apply) **PROVIDE LINK TO PG 5-25 – 5-33**

<input type="checkbox"/>	PM-1 Safety	<input type="checkbox"/>	Number of traffic fatalities
		<input type="checkbox"/>	Rate of traffic fatalities
		<input type="checkbox"/>	Number of serious injuries
		<input type="checkbox"/>	Rate of serious injuries
		<input type="checkbox"/>	Number of non-motorized fatalities & serious injuries
<input type="checkbox"/>	PM-2 Infrastructure	<input type="checkbox"/>	% of NHS* bridges in good condition
		<input type="checkbox"/>	% of NHS* bridges in poor condition
		<input type="checkbox"/>	% of interstate pavement in good condition
		<input type="checkbox"/>	% of interstate pavement in poor condition
		<input type="checkbox"/>	% of non-interstate NHS* pavement in good condition
		<input type="checkbox"/>	% of non-interstate NHS* pavement in poor condition
<input type="checkbox"/>	PM-3 System Performance on NHS	<input type="checkbox"/>	% of reliable person miles on the interstate
		<input type="checkbox"/>	% of reliable person miles on the non-interstate NHS*
		<input type="checkbox"/>	Truck Travel Time Reliability (TTTR) index
<input type="checkbox"/>	Transit Asset Management	<input type="checkbox"/>	Identify which of the 4 targets this project is anticipated to help achieve.

* NHS = National Highway System

Describe in detail how this project will help achieve any of the five PM1 Safety, six PM2 Infrastructure, three PM3 System Performance on the NHS, and/or four Transit Asset Management (TAM) targets listed in the LRTP (pgs. 5-27 – 5-33) **PROVIDE LINK**, or why these are not applicable. (up to 3400 characters)

In lieu of completing the requested narrative in the form, the jurisdiction may instead submit the equivalent narrative from a funding application they have already submitted for the project.

2025 Duluth Area State Transportation Block Grant Request Application

Duluth-Superior Metropolitan Interstate Council

I Instructions

Intro

Welcome to the Project Application form for the State Transportation Block Grant (STBG). If you are requesting funding for a transportation project in the MIC Planning Area, and utilizing STBG funding, you must submit a project application form.

Eligibility:

Only eligible jurisdictions may apply. An eligible jurisdiction is a state agency, county, transit authority, regional rail authority, tribal government, or city with a population over 5000 that is within the Duluth-Superior Metropolitan Interstate Council (MIC) planning area (see the map). Cities and townships with a population under 5000 people may submit projects but need to be sponsored by an eligible jurisdiction.

Evaluation Process:

The MIC will evaluate each application for required consistency with the regional goals, objectives and associated project lists in the MIC's Long Range Transportation Plan (LRTP). The current LRTP is *Sustainable Choices 2045*. The MIC will also gather public input on each of the proposed projects (e.g. submitted applications). The project shall follow the basic process outlined below to be considered for inclusion into the TIP.

Basic Process for Projects Applying for State Transportation Block Grant (STBG) Funding

1. All projects applying for STBG funding are to complete the "Duluth Area TIP Project STBG Application Form".
2. All jurisdictions eligible for federal transportation funding shall participate in a pre-application meeting with MIC staff to discuss and identify which project(s) are best suited for applying for the STBG funding for that year.
3. Timeline:
 - a. October – Pre-application Jurisdictional Meeting
 - b. December – Project applications due
 - c. February – MIC approves projects
 - d. April – Draft TIP is released with 30-day public comment period
 - e. June – Final TIP is presented for approval
4. When the project is completed, the jurisdiction completes a status report form verifying which modes, LRTP goals and objectives, and performance measures and TAM targets were achieved in the project.

II 2025 MIC Area STBG Request Application Timeline (2020/2021)

- October – Pre-application Jurisdictional Meeting
- December – Project applications due
- February – MIC approves projects
- April – Draft TIP is released with 30-day public comment period
- June – Final TIP is presented for approval

III Project Overview

Project name:

Lead Agency:

Contact Information (Name, email, phone number)

Route System # (Interstate, US Hwy, MN Hwy, CSAH, MSA, or Not Applicable-NA):

Location (Jurisdiction; Roadway, Intersection; and/or Trail Name(s); and be as specific as possible about where the work will occur):

Length (in miles), if applicable:

Brief Project Description (up to 200 characters, to be included in TIP):

Proposed Funding Type(s):

Total Project Cost:

Federal Funding Amount:

State Trunk Highway (TH) and/or Bond Amount:

Other and/or Local Funding Amount:

Year to be Constructed:

If Roadway Project, Functional Class:

IV Evaluation Criteria – 2025 MIC Area STBG Request Application

Being Multimodal

Which of the following transportation mode(s) are included in and/or enhanced by this project? (select all that apply):

<input type="checkbox"/>	Walking	<input type="checkbox"/>	Freight (Truck, Rail, or Air)
<input type="checkbox"/>	Biking	<input type="checkbox"/>	Maritime (Ship or Barge)
<input type="checkbox"/>	Transit (Bus, Shuttle, Passenger Rail, or Other)	<input type="checkbox"/>	Air
<input type="checkbox"/>	Automobile	<input type="checkbox"/>	Other:

Work to be completed as part of this project:

Select all applicable walking-related work associated with this project:

<input type="checkbox"/>	Crosswalks – Markings or Warning System	<input type="checkbox"/>	Sidewalk Improvements
<input type="checkbox"/>	Curb Ramps	<input type="checkbox"/>	Sidewalk Addition
<input type="checkbox"/>	Signage	<input type="checkbox"/>	Trail/Walking Path Improvements
<input type="checkbox"/>	Lighting	<input type="checkbox"/>	Trail/Walking Path Addition
<input type="checkbox"/>	ADA Improvements	<input type="checkbox"/>	Other:

Select all applicable biking-related work associated with this project:

<input type="checkbox"/>	Crosswalks – Markings or Warning System	<input type="checkbox"/>	Trail/Bike Path Improvements
<input type="checkbox"/>	Curb ramps	<input type="checkbox"/>	Trail/Bike Path Addition
<input type="checkbox"/>	Signage	<input type="checkbox"/>	Bike Lane - Painted
<input type="checkbox"/>	Lighting	<input type="checkbox"/>	Bike Lane - Separated
<input type="checkbox"/>	ADA Improvements	<input type="checkbox"/>	Other:

Select all applicable transit-related work associated with this project:

<input type="checkbox"/>	Bus Route – Improvement or Addition	<input type="checkbox"/>	Transit Technology
<input type="checkbox"/>	New Buses	<input type="checkbox"/>	Dedicated Transit Lane or Drop-off
<input type="checkbox"/>	Transit Facility	<input type="checkbox"/>	Transit Maintenance
<input type="checkbox"/>	Transit Shelter	<input type="checkbox"/>	Transit Signage
<input type="checkbox"/>	Other:		

Select all other applicable work associated with this project:

<input type="checkbox"/>	Concrete Pavement Rehab	<input type="checkbox"/>	Traffic Signal	<input type="checkbox"/>	Bridge (New)
<input type="checkbox"/>	Culverts	<input type="checkbox"/>	Turning Lane	<input type="checkbox"/>	Bridge Rehabilitation
<input type="checkbox"/>	Grading	<input type="checkbox"/>	Intersection Improvement	<input type="checkbox"/>	Bridge Replacement
<input type="checkbox"/>	Shoulders	<input type="checkbox"/>	Roundabout	<input type="checkbox"/>	Dock Construction or Repair
<input type="checkbox"/>	Surfacing or Resurfacing	<input type="checkbox"/>	Rest Area or Wayside	<input type="checkbox"/>	Non-dock Harbor Infrastructure
<input type="checkbox"/>	Stormwater Mngt	<input type="checkbox"/>	Landscaping	<input type="checkbox"/>	Shipping Channel Navigation
<input type="checkbox"/>	Signage	<input type="checkbox"/>	Lighting	<input type="checkbox"/>	RR Crossing Improvement
<input type="checkbox"/>	Guard Rail Improvement	<input type="checkbox"/>	Other:		

L RTP Goals and Objectives

GOAL 1: Promote public health and energy conservation, and protect and enhance the environment through responsible Duluth-Superior area transportation system policies and design. (Health of People and the Environment)

Which of the following L RTP Goal 1 Objectives will this project help to accomplish? (select all that apply):

	Objective	
<input type="checkbox"/>	1-1	Design and maintain infrastructure across the Duluth-Superior area transportation system in a manner that supports and encourages a physically active everyday transportation routine.
<input type="checkbox"/>	1-2	Improve energy conservation related to the use and operation of the local and regional transportation system, for both environmental and public health benefits.
<input type="checkbox"/>	1-3	Through innovative design, improved infrastructure, land use planning, use of sustainable approaches, higher fuel efficiency, and other options, avoid, minimize, and/or mitigate the negative environmental impacts of the Duluth-Superior area transportation system, such as stormwater runoff, flooding, air emissions, toxic pollution, noise and light pollution, and the spread of invasive species.

GOAL 2: Ensure the Duluth-Superior area transportation system supports the development and maintenance of a safe, healthy, and connected community that provides opportunities and choices for people of all ages, incomes, and abilities. (Livable Communities and Equity)

Which of the following L RTP Goal 2 Objectives will this project help to accomplish? (select all that apply):

	Objective	
<input type="checkbox"/>	2-1	Provide legitimate choices for all people of all ages, incomes, and abilities across the entire Duluth-Superior area transportation system.
<input type="checkbox"/>	2-2	Ensure legitimate opportunities for the public to engage in discussion about, and to share their needs and desires regarding the Duluth-Superior area transportation system.
<input type="checkbox"/>	2-3	Build and maintain infrastructure that fits the neighborhood character.
<input type="checkbox"/>	2-4	Appropriately scale transportation-related projects across the Duluth-Superior area transportation system.
<input type="checkbox"/>	2-5	Ensure investments in the Duluth-Superior area transportation system lead to a diversification of transportation options for people across all modes.
<input type="checkbox"/>	2-6	Make information about the Duluth-Superior area transportation system available to the public in a variety of ways.

GOAL 3: Ensure the safety and security of the Duluth-Superior area transportation system for all users and modes, including being prepared to handle emergencies and disasters. (Safety)

Which of the following LRTP Goal 3 Objectives will this project help to accomplish? (select all that apply):

	Objective	
<input type="checkbox"/>	3-1	Ensure acceptable security, emergency response, disaster preparedness, and risk mitigation are maintained across the entire Duluth-Superior area transportation system.
<input type="checkbox"/>	3-2	Ensure evidence-based, data-supported design integrating acceptable levels of risk is emphasized in transportation-related project development and selection.
<input type="checkbox"/>	3-3	Prioritize safety and acceptable levels of risk for vulnerable users of the Duluth-Superior area transportation system.
<input type="checkbox"/>	3-4	Meet all required safety-related federal, state, and local performance measures.
<input type="checkbox"/>	3-5	Maintain Duluth-Superior area transportation system infrastructure to ensure an acceptable level of risk for all users, both people and goods.
<input type="checkbox"/>	3-6	Use technology to improve the safety and security of the Duluth-Superior area transportation system.

GOAL 4: Ensure the Duluth-Superior area transportation system is an integrated multimodal network that supports people and goods getting to where they need to go in an efficient manner. (Moving People and Goods)

Which of the following LRTP Goal 4 Objectives will this project help to accomplish? (select all that apply):

	Objective	
<input type="checkbox"/>	4-1	Provide viable and efficient travel options for the movement of people and goods across the entire Duluth-Superior area transportation system.
<input type="checkbox"/>	4-2	Address inefficiencies in the Duluth-Superior area transportation system for all modes.
<input type="checkbox"/>	4-3	Improve real-time travel across the Duluth-Superior area transportation system by maintaining the current critical infrastructure to increase longevity of local transportation facilities for all modes.
<input type="checkbox"/>	4-4	Improve real-time travel across the Duluth-Superior area transportation system through the adoption and use of technology.
<input type="checkbox"/>	4-5	Ensure direct travel connections between modes of transportation for people exist and are maintained across the Duluth-Superior area transportation system.
<input type="checkbox"/>	4-6	Ensure direct travel connections between modes of transportation for goods and services exist and are maintained across the Duluth-Superior area transportation system.
<input type="checkbox"/>	4-7	Meet all required federal, state, and local performance measures and targets for NHS infrastructure (PM2), system performance on the NHS (PM3), and transit asset management (TAM).

GOAL 5: Develop and maintain the Duluth-Superior area transportation system to support economic productivity and competitiveness, including tourism. (Economic Vitality)

Which of the following LRTP Goal 5 Objectives will this project help to accomplish? (select all that apply):

	Objective	
<input type="checkbox"/>	5-1	Ensure the Duluth-Superior area transportation system provides access to and connection of key population and employment centers.
<input type="checkbox"/>	5-2	Improve access and mobility across the Duluth-Superior area transportation system for the movement of freight.
<input type="checkbox"/>	5-3	Promote Duluth-Superior area transportation system decisions and investments that enhance the regional and global competitiveness of the Duluth-Superior Port.
<input type="checkbox"/>	5-4	Promote Duluth-Superior area transportation system decisions and investments that stimulate neighborhood and regional economic activity, such as those that support core investment areas in local jurisdictions.
<input type="checkbox"/>	5-5	Make it easier to travel to tourist destinations and events.
<input type="checkbox"/>	5-6	Integrate existing economic development plan recommendations when making decisions about Duluth-Superior area transportation system projects.

Describe in detail how this project will help accomplish the goals and identified objectives of the LRTP, or why it is not applicable. As part of your answer briefly describe the purpose and need for the project, what issues (project and system level) are to be addressed with this project, and what anticipated solutions to possible barriers will be needed to complete the project? (barriers could be public resistance, right-of-way needed, etc). (up to 3400 characters)

In lieu of completing the above requested narrative, the jurisdiction may instead submit the equivalent narrative from a funding application they have already submitted for the project.

Performance Measure or Transit Asset Management Targets

Which of the following LRTP Objectives regarding performance measures will this project help to achieve? (select all that apply):

	Objective	
<input type="checkbox"/>	3-4	Meet all required safety-related federal, state, and local performance measures.
<input type="checkbox"/>	4-7	Meet all required federal, state, and local performance measures and targets for NHS infrastructure (PM2), system performance on the NHS (PM3), and transit asset management (TAM).

Which of the following MIC-approved performance measure and transit asset management targets is it anticipated this project will help achieve? (mark all that apply) **PROVIDE LINK TO PG 5-25 – 5-33**

<input type="checkbox"/>	PM-1 Safety	<input type="checkbox"/>	Number of traffic fatalities
		<input type="checkbox"/>	Rate of traffic fatalities
		<input type="checkbox"/>	Number of serious injuries
		<input type="checkbox"/>	Rate of serious injuries
		<input type="checkbox"/>	Number of non-motorized fatalities & serious injuries
<input type="checkbox"/>	PM-2 Infrastructure	<input type="checkbox"/>	% of NHS* bridges in good condition
		<input type="checkbox"/>	% of NHS* bridges in poor condition
		<input type="checkbox"/>	% of interstate pavement in good condition
		<input type="checkbox"/>	% of interstate pavement in poor condition
		<input type="checkbox"/>	% of non-interstate NHS* pavement in good condition
		<input type="checkbox"/>	% of non-interstate NHS* pavement in poor condition
<input type="checkbox"/>	PM-3 System Performance on NHS	<input type="checkbox"/>	% of reliable person miles on the interstate
		<input type="checkbox"/>	% of reliable person miles on the non-interstate NHS*
		<input type="checkbox"/>	Truck Travel Time Reliability (TTTR) index
<input type="checkbox"/>	Transit Asset Management	<input type="checkbox"/>	Identify which of the 4 targets this project is anticipated to help achieve.

* NHS = National Highway System

Describe in detail how this project will help achieve any of the five PM1 Safety, six PM2 Infrastructure, three PM3 System Performance on the NHS, and/or four Transit Asset Management (TAM) targets listed in the LRTP (pgs. 5-27 – 5-33) **PROVIDE LINK**, or why these are not applicable. (up to 3400 characters)

In lieu of completing the requested narrative in the form, the jurisdiction may instead submit the equivalent narrative from a funding application they have already submitted for the project.

Duluth Area Non-TIP Project Information Form

For Non-TIP Projects that Demonstrate Progress Towards Implementation of LRTP Goals

Duluth-Superior Metropolitan Interstate Council

I Background & Purpose

A proposal was made by a jurisdiction at the August 31, 2020 Long Range Transportation Plan (LRTP) Implementation Team Work Group meeting to remove the requirement for any criteria and scoring for individual projects to be included in the TIP (what was being proposed by the MIC), and instead the jurisdictions would agree to complete the same or similar form as the TIP Inclusion Request Form for all projects within the MIC area not programmed in the TIP that demonstrate progress towards meeting the goals and objectives of the LRTP. The jurisdictions present (St Louis County, City of Duluth, and MnDOT) all agreed to this proposal.

The idea behind this proposal is that it provides better flexibility as some individual projects are good for the area-wide transportation system even if it does not meet multimodal or multiple LRTP goals and objectives. It was agreed that the broader point is that we are more concerned with all the projects (as a whole) making progress towards meeting the multimodal and diverse goals and objectives of the LRTP than each individual project doing so.

This approach demonstrates good-faith effort by the MIC to use an approach that is not overly burdensome to the jurisdictions, and demonstrates a good-faith effort by the jurisdictions to consider projects that overall are helping to meet the goals and objectives of the LRTP and provide accurate information and data to help the MIC report on the progress towards implementing the LRTP (as required of them).

The MIC stressed that we can use this approach as a 3-year test before the next LRTP is due. We will learn how well it works, and whether or not some revisions, such as including required criteria, will be needed in the future. If all is working well for the jurisdictions and real progress is being made towards meeting the goals and objectives of the LRTP and the MIC is getting the data needed to report that progress, changes would not be needed.

Basic Process for Projects Not Included in the TIP that Demonstrate Progress Towards Implementation of LRTP Goals

1. All surface transportation projects (whether roadway, bikeway, sidewalk, trail, transit, or other) within the MIC area that demonstrate progress towards meeting the goals and objectives of the LRTP that are not included in the TIP are to complete the "Duluth Area Non-TIP Project Form".
2. The jurisdiction will complete the "Duluth Area Non-TIP Project Form" verifying basic project and mode information, as well as which LRTP goals, objectives, performance measures, and/or TAM targets were achieved in the project. In lieu of completing the requested narrative in the form, the jurisdiction may instead submit the equivalent narrative from a funding application they have already submitted for the project.

3. Timeline: The completed form must be submitted to the MIC no later than December 31 of the year construction of a project meeting “1” above is completed. The MIC will send a reminder request for submittal of the “Duluth Area Non-TIP Project Form” for applicable projects each November.

II 2025 Non-TIP Project Information Form Timeline

The completed “Duluth Area Non-TIP Project Form” must be submitted to the MIC no later than December 31 of the year construction of a project is completed.

III Project Overview

Project name:

Lead Agency:

Route System # (Interstate, US Hwy, MN Hwy, CSAH, MSA, or Not Applicable-NA):

Location (Jurisdiction; Roadway, Intersection; and/or Trail Name(s)), including the termini points where the work occurred):

Multimodal Characteristics:

- Length in miles, by facility type, if applicable:
 - Bikeway mileage and type (conventional bike lane, separated bike lane, bike boulevard)
 - Multi-Use Path or Side Path mileage
 - Roadway mileage and type (resurface, recondition, or reconstruction)
 - Sidewalk mileage
- Number of Curb Ramps improved to ADA standards (if applicable)

Brief Project Description (up to 200 characters, to be included in TIP):

Total Project Cost:

IV Evaluation Criteria – 2025 MIC Area TIP Inclusion Request Form

Being Multimodal

Which of the following transportation mode(s) are included in and/or enhanced by this project? (select all that apply):

<input type="checkbox"/>	Walking	<input type="checkbox"/>	Freight (Truck, Rail, or Air)
<input type="checkbox"/>	Biking	<input type="checkbox"/>	Maritime (Ship or Barge)
<input type="checkbox"/>	Transit (Bus, Shuttle, Passenger Rail, or Other)	<input type="checkbox"/>	Air
<input type="checkbox"/>	Automobile	<input type="checkbox"/>	Other:

Work to be completed as part of this project:

Select all applicable walking-related work associated with this project:

<input type="checkbox"/>	Crosswalks – Markings or Warning System	<input type="checkbox"/>	Sidewalk Improvements
<input type="checkbox"/>	Curb Ramps	<input type="checkbox"/>	Sidewalk Addition
<input type="checkbox"/>	Signage	<input type="checkbox"/>	Trail/Walking Path Improvements
<input type="checkbox"/>	Lighting	<input type="checkbox"/>	Trail/Walking Path Addition
<input type="checkbox"/>	ADA Improvements	<input type="checkbox"/>	Other:

Select all applicable biking-related work associated with this project:

<input type="checkbox"/>	Crosswalks – Markings or Warning System	<input type="checkbox"/>	Trail/Bike Path Improvements
<input type="checkbox"/>	Curb ramps	<input type="checkbox"/>	Trail/Bike Path Addition
<input type="checkbox"/>	Signage	<input type="checkbox"/>	Bike Lane - Painted
<input type="checkbox"/>	Lighting	<input type="checkbox"/>	Bike Lane - Separated
<input type="checkbox"/>	ADA Improvements	<input type="checkbox"/>	Other:

Select all applicable transit-related work associated with this project:

<input type="checkbox"/>	Bus Route – Improvement or Addition	<input type="checkbox"/>	Transit Technology
<input type="checkbox"/>	New Buses	<input type="checkbox"/>	Dedicated Transit Lane or Drop-off
<input type="checkbox"/>	Transit Facility	<input type="checkbox"/>	Transit Maintenance
<input type="checkbox"/>	Transit Shelter	<input type="checkbox"/>	Transit Signage
<input type="checkbox"/>	Other:		

Select all other applicable work associated with this project:

<input type="checkbox"/>	Concrete Pavement Rehab	<input type="checkbox"/>	Traffic Signal	<input type="checkbox"/>	Bridge (New)
<input type="checkbox"/>	Culverts	<input type="checkbox"/>	Turning Lane	<input type="checkbox"/>	Bridge Rehabilitation
<input type="checkbox"/>	Grading	<input type="checkbox"/>	Intersection Improvement	<input type="checkbox"/>	Bridge Replacement
<input type="checkbox"/>	Shoulders	<input type="checkbox"/>	Roundabout	<input type="checkbox"/>	Dock Construction or Repair
<input type="checkbox"/>	Surfacing or Resurfacing	<input type="checkbox"/>	Rest Area or Wayside	<input type="checkbox"/>	Non-dock Harbor Infrastructure
<input type="checkbox"/>	Stormwater Mngt	<input type="checkbox"/>	Landscaping	<input type="checkbox"/>	Shipping Channel Navigation
<input type="checkbox"/>	Signage	<input type="checkbox"/>	Lighting	<input type="checkbox"/>	RR Crossing Improvement
<input type="checkbox"/>	Guard Rail Improvement	<input type="checkbox"/>	Other:		

L RTP Goals and Objectives

GOAL 1: Promote public health and energy conservation, and protect and enhance the environment through responsible Duluth-Superior area transportation system policies and design. (Health of People and the Environment)

Which of the following L RTP Goal 1 Objectives will this project help to accomplish? (select all that apply):

	Objective	
<input type="checkbox"/>	1-1	Design and maintain infrastructure across the Duluth-Superior area transportation system in a manner that supports and encourages a physically active everyday transportation routine.
<input type="checkbox"/>	1-2	Improve energy conservation related to the use and operation of the local and regional transportation system, for both environmental and public health benefits.
<input type="checkbox"/>	1-3	Through innovative design, improved infrastructure, land use planning, use of sustainable approaches, higher fuel efficiency, and other options, avoid, minimize, and/or mitigate the negative environmental impacts of the Duluth-Superior area transportation system, such as stormwater runoff, flooding, air emissions, toxic pollution, noise and light pollution, and the spread of invasive species.

GOAL 2: Ensure the Duluth-Superior area transportation system supports the development and maintenance of a safe, healthy, and connected community that provides opportunities and choices for people of all ages, incomes, and abilities. (Livable Communities and Equity)

Which of the following L RTP Goal 2 Objectives will this project help to accomplish? (select all that apply):

	Objective	
<input type="checkbox"/>	2-1	Provide legitimate choices for all people of all ages, incomes, and abilities across the entire Duluth-Superior area transportation system.
<input type="checkbox"/>	2-2	Ensure legitimate opportunities for the public to engage in discussion about, and to share their needs and desires regarding the Duluth-Superior area transportation system.
<input type="checkbox"/>	2-3	Build and maintain infrastructure that fits the neighborhood character.
<input type="checkbox"/>	2-4	Appropriately scale transportation-related projects across the Duluth-Superior area transportation system.
<input type="checkbox"/>	2-5	Ensure investments in the Duluth-Superior area transportation system lead to a diversification of transportation options for people across all modes.
<input type="checkbox"/>	2-6	Make information about the Duluth-Superior area transportation system available to the public in a variety of ways.

GOAL 3: Ensure the safety and security of the Duluth-Superior area transportation system for all users and modes, including being prepared to handle emergencies and disasters. (Safety)

Which of the following LRTP Goal 3 Objectives will this project help to accomplish? (select all that apply):

	Objective	
<input type="checkbox"/>	3-1	Ensure acceptable security, emergency response, disaster preparedness, and risk mitigation are maintained across the entire Duluth-Superior area transportation system.
<input type="checkbox"/>	3-2	Ensure evidence-based, data-supported design integrating acceptable levels of risk is emphasized in transportation-related project development and selection.
<input type="checkbox"/>	3-3	Prioritize safety and acceptable levels of risk for vulnerable users of the Duluth-Superior area transportation system.
<input type="checkbox"/>	3-4	Meet all required safety-related federal, state, and local performance measures.
<input type="checkbox"/>	3-5	Maintain Duluth-Superior area transportation system infrastructure to ensure an acceptable level of risk for all users, both people and goods.
<input type="checkbox"/>	3-6	Use technology to improve the safety and security of the Duluth-Superior area transportation system.

GOAL 4: Ensure the Duluth-Superior area transportation system is an integrated multimodal network that supports people and goods getting to where they need to go in an efficient manner. (Moving People and Goods)

Which of the following LRTP Goal 4 Objectives will this project help to accomplish? (select all that apply):

	Objective	
<input type="checkbox"/>	4-1	Provide viable and efficient travel options for the movement of people and goods across the entire Duluth-Superior area transportation system.
<input type="checkbox"/>	4-2	Address inefficiencies in the Duluth-Superior area transportation system for all modes.
<input type="checkbox"/>	4-3	Improve real-time travel across the Duluth-Superior area transportation system by maintaining the current critical infrastructure to increase longevity of local transportation facilities for all modes.
<input type="checkbox"/>	4-4	Improve real-time travel across the Duluth-Superior area transportation system through the adoption and use of technology.
<input type="checkbox"/>	4-5	Ensure direct travel connections between modes of transportation for people exist and are maintained across the Duluth-Superior area transportation system.
<input type="checkbox"/>	4-6	Ensure direct travel connections between modes of transportation for goods and services exist and are maintained across the Duluth-Superior area transportation system.
<input type="checkbox"/>	4-7	Meet all required federal, state, and local performance measures and targets for NHS infrastructure (PM2), system performance on the NHS (PM3), and transit asset management (TAM).

GOAL 5: Develop and maintain the Duluth-Superior area transportation system to support economic productivity and competitiveness, including tourism. (Economic Vitality)

Which of the following LRTP Goal 5 Objectives will this project help to accomplish? (select all that apply):

	Objective	
<input type="checkbox"/>	5-1	Ensure the Duluth-Superior area transportation system provides access to and connection of key population and employment centers.
<input type="checkbox"/>	5-2	Improve access and mobility across the Duluth-Superior area transportation system for the movement of freight.
<input type="checkbox"/>	5-3	Promote Duluth-Superior area transportation system decisions and investments that enhance the regional and global competitiveness of the Duluth-Superior Port.
<input type="checkbox"/>	5-4	Promote Duluth-Superior area transportation system decisions and investments that stimulate neighborhood and regional economic activity, such as those that support core investment areas in local jurisdictions.
<input type="checkbox"/>	5-5	Make it easier to travel to tourist destinations and events.
<input type="checkbox"/>	5-6	Integrate existing economic development plan recommendations when making decisions about Duluth-Superior area transportation system projects.

Describe in detail how this project helped to accomplish the goals and identified objectives of the LRTP, or why it is not applicable. As part of your answer briefly describe the purpose and need for the project, what issues (project and system level) are to be addressed with this project, and what anticipated solutions to possible barriers will be needed to complete the project? (barriers could be public resistance, right-of-way needed, etc). (up to 3400 characters)

In lieu of completing the above requested narrative, the jurisdiction may instead submit the equivalent narrative from a funding application they have already submitted for the project.

Performance Measure or Transit Asset Management Targets

Which of the following LRTP Objectives regarding performance measures will this project help to achieve? (select all that apply):

	Objective	
<input type="checkbox"/>	3-4	Meet all required safety-related federal, state, and local performance measures.
<input type="checkbox"/>	4-7	Meet all required federal, state, and local performance measures and targets for NHS infrastructure (PM2), system performance on the NHS (PM3), and transit asset management (TAM).

Which of the following MIC-approved performance measure and transit asset management targets is it anticipated this project will help achieve? (mark all that apply) **PROVIDE LINK TO PG 5-25 – 5-33**

<input type="checkbox"/>	PM-1 Safety	<input type="checkbox"/>	Number of traffic fatalities
		<input type="checkbox"/>	Rate of traffic fatalities
		<input type="checkbox"/>	Number of serious injuries
		<input type="checkbox"/>	Rate of serious injuries
		<input type="checkbox"/>	Number of non-motorized fatalities & serious injuries
<input type="checkbox"/>	PM-2 Infrastructure	<input type="checkbox"/>	% of NHS* bridges in good condition
		<input type="checkbox"/>	% of NHS* bridges in poor condition
		<input type="checkbox"/>	% of interstate pavement in good condition
		<input type="checkbox"/>	% of interstate pavement in poor condition
		<input type="checkbox"/>	% of non-interstate NHS* pavement in good condition
		<input type="checkbox"/>	% of non-interstate NHS* pavement in poor condition
<input type="checkbox"/>	PM-3 System Performance on NHS	<input type="checkbox"/>	% of reliable person miles on the interstate
		<input type="checkbox"/>	% of reliable person miles on the non-interstate NHS*
		<input type="checkbox"/>	Truck Travel Time Reliability (TTTR) index
<input type="checkbox"/>	Transit Asset Management	<input type="checkbox"/>	Identify which of the 4 targets this project is anticipated to help achieve.

* NHS = National Highway System

Describe in detail how this project helped to achieve any of the five PM1 Safety, six PM2 Infrastructure, three PM3 System Performance on the NHS, and/or four Transit Asset Management (TAM) targets listed in the LRTP (pgs. 5-27 – 5-33) **PROVIDE LINK**, or why these are not applicable. (up to 3400 characters)

In lieu of completing the requested narrative in the form, the jurisdiction may instead submit the equivalent narrative from a funding application they have already submitted for the project.