

FY 2023-2026

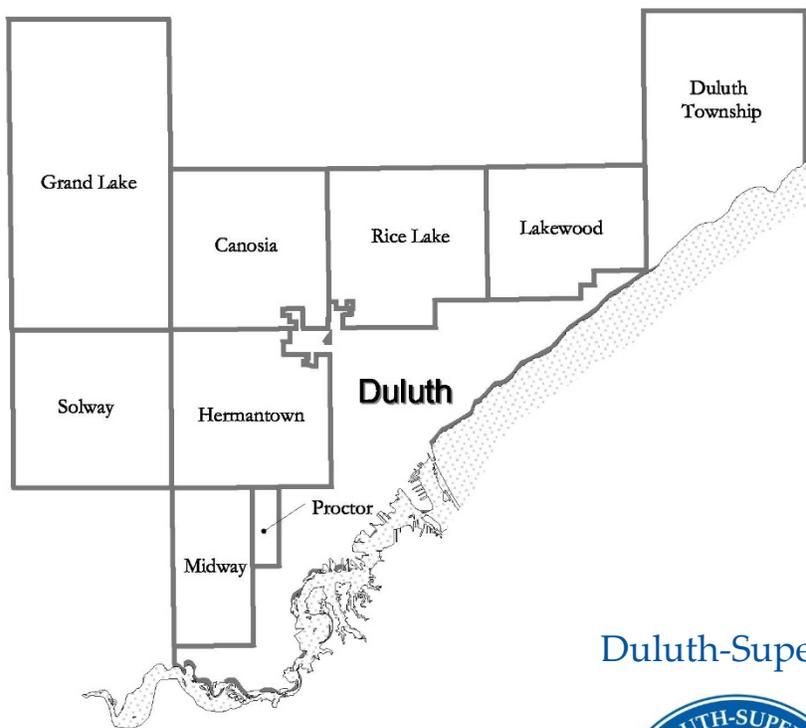
TRANSPORTATION IMPROVEMENT PROGRAM

For the Duluth Area

DRAFT

Open for public comment

July 1- July 30, 2022



Duluth-Superior



Metropolitan Interstate Council

Duluth Area Transportation Improvement Program FY 2023-2026

Prepared by the Duluth-Superior Metropolitan Interstate Council
a division of the Arrowhead Regional Development Commission



Duluth and Superior urban area communities cooperating in planning and development through a joint venture of the



Arrowhead Regional Development Commission
and the Northwest Regional Planning Commission



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To view this TIP online:

www.dsmic.org/duluth2026/

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Table of Contents

Chapter 1 / Introduction.....	1
Duluth-Superior Metropolitan Interstate Council	1
<i>Map 1: Duluth-Superior MIC Planning Area</i>	<i>2</i>
Transportation Improvement Program	3
The TIP and its Connection to the Long-Range Transportation Plan	4
Federal Funding Sources	4
Regionally Significant Project Definition.....	6
Chapter 2 / Project Selection.....	7
Northeast Minnesota Area Transportation Partnership (ATP).....	7
<i>Map 2: Membership Counties of the NEMNATP</i>	<i>8</i>
Eligibility for Roadway and Transit Projects	8
Project Selection Process for the Duluth Area TIP	8
<i>Figure 1: TIP Project Scoring Criteria.....</i>	<i>8</i>
Chapter 3 / FY 2022-2025 TIP Projects	11
Table 1: 2023 Projects	12
Table 2: 2024 Projects	13
Table 3: 2025 Projects	14
Table 4: 2026 Projects	15
Table 5: 2023-2026 Transit Projects	16
<i>Map 3: Locations of 2023-2026 TIP Projects.....</i>	<i>17</i>
Chapter 4 / Performance Measures and Asset Management	18
Adopted Targets for Performance Measures.....	20
PM 1 – Highway Safety Improvement Program Performance	20
PM 2 – NHS Pavement and Bridge Condition.....	20
PM 3 – NHS Performance and Freight Movement on the Interstate System	21
Transit Asset Management	22
Performance-Based Planning and Programming Process	23
Anticipated Effect of Transportation Investments on Performance Measures.....	23

Table of Contents

- PM 1 – Highway Safety Improvement Program Performance 23
- PM 2 – NHS Pavement and Bridge Condition 24
- PM 3 – NHS Performance and Freight Movement on the Interstate System 24
- Transit Asset Management 24

- Chapter 5 / Community Impact Assessment 25**
 - Map 4: Project Locations & Concentrations of Minority & Low-income Populations 26*

- Chapter 6 / Financial Plan 27**
 - Federal Funding Levels 27
 - Figure 1: Annual Funding Targets – MIC & NEMNATP 27*
 - Figure 2: Comparison of Past Federal Funding to the NEMNATP 28*
 - Financial Plan: Roadway Investments 29
 - Figure 3: Funding for Streets and Highways in Recent Years 29*
 - Figure 4: Total Project Costs: 30*
 - Financial Plan: Transit Investments 31
 - Figure 5: Transit Funding Plan: 31*
 - Figure 6: Total Transit Costs by Project Type 32*

- Chapter 7 / Public Involvement 34**
 - 2023-2026 Duluth Metro TIP Public Participation Summary 34
 - Figure 7: Public Engagement Strategy and Implementation 34*
 - Public Comments Received 35
 - Figure 8: Comments Received Through TIP Public Outreach Efforts 35*

- Chapter 8 / Monitoring Progress 37**
 - Table 6: FY 2022 Projects Status Report 38*

- Appendix 39**
 - Common Acronyms 39

Map Disclaimer

The information in these maps is a compilation of data derived 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. Maps and data are to be used for reference purposes only and the Arrowhead Regional Development Commission (ARDC) and the Duluth-Superior Metropolitan Interstate Council (MIC) are not responsible for any inaccuracies herein contained. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, use, or misuse of the information herein provided.

Table of Contents

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

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

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

Duluth-Superior Metropolitan Interstate Council

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

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

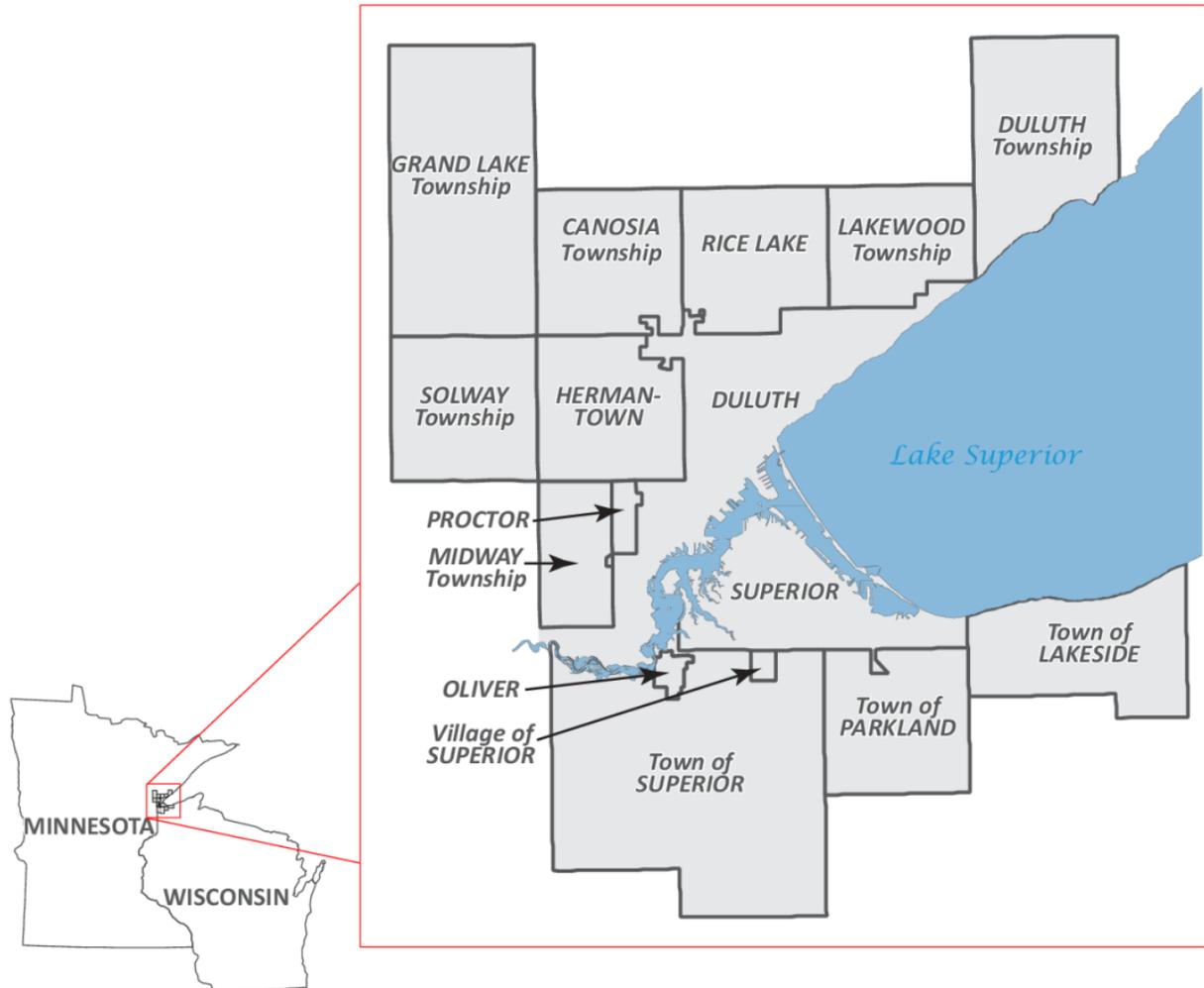
Planning Process

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

- Maintaining a certified "3-C" transportation planning process: continuing, cooperative, and comprehensive.
- Coordinating the planning and implementation activities of local, regional, and state transportation agencies.
- Undertaking an effective public participation process, which ensures meaningful public input, is part of the decision-making process behind plans and programs.
- Providing leadership both in setting transportation policy and in metropolitan system planning.
- Lending technical support in planning and operations to local governments.

- Planning for an intermodal transportation system that is economically efficient, environmentally sound, provides the foundation to compete in the global economy, and will move people and goods in an energy-efficient manner.

Map 1: Duluth-Superior Metropolitan Planning Area



Planning Factors

The current federal transportation bill, *Infrastructure Investment and Jobs Act (IIJA)*, adheres to ten planning factors that must be considered in the transportation planning process, as outlined in the Code of Federal Regulations, 23 CFR 450.306(b). The process used to select projects to be programmed through the Duluth Area TIP is based on these factors:

1. Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
2. Increase safety of the transportation system for motorized and non-motorized users.
3. Increase security of the transportation system for motorized and non-motorized users.

4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance integration and connectivity of the transportation system, across and between modes, people and freight.
7. Promote efficient system management and operation.
8. Emphasize preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
10. Enhance travel and tourism

Transportation Improvement Program (TIP)

The TIP is a federally mandated, annually prepared document that contains highway, transit, and other transportation projects that are being recommended for federal funding during the next four years in the metropolitan area. The projects included in each year's TIP ultimately come from the area's long range transportation plan (LRTP), and are aimed at meeting the long-range needs of the transportation system. Implementing agencies, however, propose projects to the MIC on an annual basis to be coordinated into a comprehensive listing of the area's federally funded transportation improvements planned for the short range (as defined as the next 4 years, FY 2023-2026). These listings include information regarding cost, specific funding sources, project schedule, etc. Once included in the TIP, projects represent a commitment to fund those projects on the part of the implementing agency.

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

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

Although the TIPs are prepared separately, participants consider the entire MIC area when considering project prioritization. The MIC and its Transportation Advisory Committee (TAC), which include representatives from Minnesota and Wisconsin, are involved in the development of

each TIP, and the MIC Policy Board reviews for approval the TIPs from both states.

The TIP and its connection to the Long Range Transportation Plan (LRTP)

As stated above, the projects in the TIP originate from Sustainable Choices 2045, the Duluth-Superior Long Range Transportation Plan (LRTP). The LRTP contains a list of short-, mid-, and long-range transportation projects that are planned for the metropolitan area over the next twenty-three years. The LRTP, the Bicycle, and Pedestrian Plans, and the short-range studies all provide specific recommendations for projects and future studies. The TIP sets funding for the recommendations from these plans and the MIC's Work Program sets the schedule for when recommended planning studies will move forward. The MIC's Public Involvement Plan sets the public engagement processes the MIC will follow while developing all MIC plans, studies and programs.

Federal Funding Sources

Projects included in the Duluth Area TIP will be funded by one of the following funding categories listed below. Funding sources are identified in the following project tables by the acronym in parentheses after each funding name listed below.

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

The latest federal transportation bill, the *IIJA* (2021), for the most part, continues the structure of the various funding programs of the previous federal transportation bill, the FAST Act (2015). A new program that was added is the National Highway Freight Program (NHFP) – more on this program below. A notable change in a previous program from the perspective of local jurisdictions that are eligible for federal transportation funds is the conversion of the long-standing Surface Transportation program (STP) to the Surface Transportation Block Grant (STBG) program, which emphasizes flexibility in the types of projects and activities that those funds can be applied to.

National Highway Performance Program (NHPP):

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

National Highway Freight Program (NHFP):

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

to the efficient movement of freight on the National Highway Freight Network (NHFN) and are consistent with the planning requirements of sections 134 and 135 of title 23, United States Code.

Surface Transportation Block Grant Program (STBG):

Surface Transportation Block Grant (STBG), formerly STP funds provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. States and localities are responsible for a 20% share of project costs funded through this program.

Highway Safety Improvement Program (HSIP):

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

Transportation Alternatives (TA):

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

Federal Transit Administration (FTA):

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

Early Let Late Award (ELLA)

MnDOT's ELLA process is a tool used to manage project delivery and fluctuations in funding. This process is used on MnDOT projects only and affects both the federal and state funding targets and the State Road Construction Budget in the year of funding availability. ELLA projects are let in one state fiscal year (July 1 to June 30) and awarded (i.e., funds actually encumbered) in the following fiscal year. The advantage of ELLAs are that it allows the project to be let and awarded in advance

of funding availability so that work can begin as soon as the next SFY begins. (Source – MnDOT STIP)

DEMO

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

Bridge Replacement Off-System (BROS)

State Funds (SF)

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

Bond Funds (BF)

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

Local Funds (LF):

Funding identified as “LF” indicates projects that are being funded almost exclusively with local funds but are identified as “regionally significant” and are therefore included in the TIP. The MIC’s Regionally Significant Projects definition can be found.

Regional Significant Project Definition

MIC area “regionally significant” projects are roadway, transit, and bicycle/pedestrian projects that occur on facilities that serve regional transportation needs (such as access to and from the area outside the region and major activity centers within the region), or that connect to major transportation assets (including transit, seaport, airport, and passenger rail terminals).

A roadway project is generally considered regionally significant if it adds one or more travel lanes for over one mile or involves the addition or reconfiguration of an interchange such that a movement is added or eliminated (e.g. a new turning movement at an intersection), and would normally be included in the modeling of the MIC area’s transportation network and in the air quality conformity analysis for the LRTP and TIP and amendments to the LRTP and TIP.

These facilities include all interstates, freeways, principal arterial highways, principal arterials, National Highway System (NHS), NHS intermodal connectors, and all fixed guideway transit facilities that offer an alternative to regional highway travel. (*Approved by the MIC Policy Board 5/21/14*)

The existing federal funding and authorization bill for transportation, *Infrastructure Investment and Jobs Act* (IIJA) was signed into law on November 15, 2021. As with the previous federal transportation bill, FAST Act (2015), the IIJA continues to call for the prioritization of projects on a statewide basis, which leads to the development of a Statewide Transportation Improvement Program (STIP). The statewide program is informed by those projects developed at the local level. Therefore, the state and local projects programmed in the STIP must be reflected in the local TIPs.

As the designated MPO for the Duluth-Superior region, the MIC is responsible for planning, reviewing and programming a list of federally funded and regionally significant surface transportation projects for the Duluth metropolitan area. The MIC is thus required to work in cooperation with the Minnesota Department of Transportation, Duluth Transit Authority, and local governments to identify area transportation priorities and produce the annual TIP. The drafting of this document is done in conjunction with the development of a larger regional program carried out with regional partners of the Northeast Minnesota Area Transportation Partnership (NEMNATP).

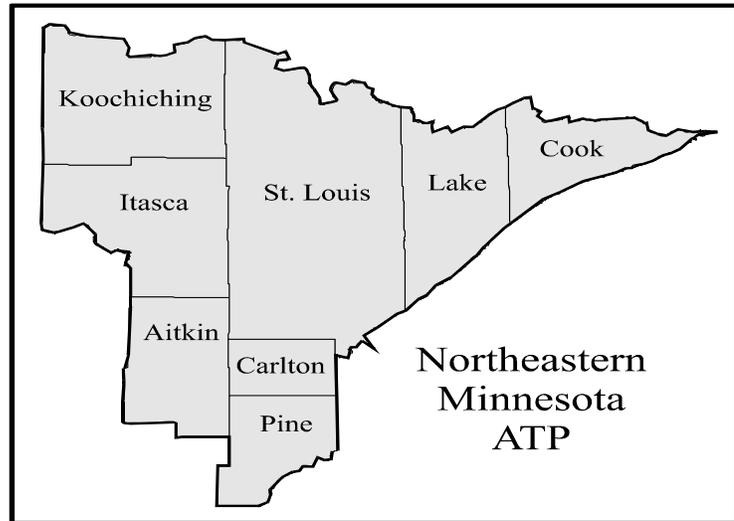
Northeast Minnesota Area Transportation Partnership (NEMNATP)

The State of Minnesota uses a mechanism called the Area Transportation Partnership (ATP) for distributing federal transportation funds throughout the state. The Duluth Metropolitan Area is served by the NEMNATP, which is made up of transportation professionals and representatives from an eight-county area (Aitkin, Carlton, Cook, Itasca, Koochiching, Lake, Pine, and Saint Louis Counties, see Map 2). Like the MIC, the purpose of the NEMNATP is to prioritize projects in the larger region for receiving federal funding. This priority list is combined with priority lists from other ATPs around the state that ultimately make up the STIP.

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

Although projects from these eight counties and the MIC are in competition for the limited federal funding resources that come to Northeastern Minnesota, the process used by the NEMNATP aims to provide a degree of equity across this region. Proposed projects are first reviewed by the ATP Work Group, followed by approval of the ATIP by the full NEMNATP. After an ATP review and approval, the Draft ATIP is sent to MnDOT Central Office for compilation of the Draft STIP. The Draft STIP is again reviewed and potentially revised by the ATP. During this review period, the general public has the opportunity to comment on the ATIP. After all reviews are complete, the ATIP is submitted to MnDOT for inclusion in the final STIP.

Map 2: Membership Counties of the NE MN ATP



Eligibility for Roadway and Transit Projects

Federal funds are eligible to be spent on any road functionally classified as urban roads - minor collector and above; rural roads - major collector and above. The IJA provides funding for roadway projects through Federal Highway Administration (FHWA) funding programs and transit projects through Federal Transit Administration (FTA) funding programs. FHWA-funded projects can be maintenance-, expansion-, safety-, or operations-related, as well as enhancement-related (bike & pedestrian improvements, scenic byways, etc.). Planning, technology and various other intermodal projects (ports, airports, etc.) are also eligible for FHWA funds.

A portion of Surface Transportation Block Grant (STBG) funding can also be applied to transit improvements, which the NEMNATP has agreed to do in some years to assist regional transit operators in maintaining the average age of their vehicle fleets. In recent years MnDOT Central Office has been awarding FHWA funds towards transit improvements.

Project Selection Process for the Duluth Area TIP

The TIP project selection process reflects the goals, objectives, and priorities of the Duluth-Superior metropolitan area. As such, MIC staff work with area jurisdictions to ensure that projects that are included in the TIP are consistent with those goals, objectives, and priorities.

The TIP Project Selection process was approved by the MIC Policy Board in October 2020. 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 5,000 that is within the Duluth-Superior Metropolitan Interstate Council (MIC) planning area (see Map 1). Cities and townships with a population under 5,000 people may submit projects but need to be sponsored by an eligible jurisdiction.

Pre-Application Meeting

Each jurisdiction is required to meet with MIC staff prior to selecting a project to move forward with an application for funding. In addition, all jurisdictions and agencies that will be requesting

funding that will need to be programmed in the TIP will meet together with the other requesting organizations to ensure the project meets LRTP goals and objectives as well as regional priorities.

Project Evaluation and Prioritization

The MIC evaluates each application for consistency with the regional goals, objectives and associated project lists in the MIC’s Long Range Transportation Plan (LRTP), Sustainable Choices 2045, and how it will contribute to the area’s multimodal network as well as the MIC’s defined performance measures. The MIC will also gather public input on each of the proposed projects.

NOTE: When the project is complete, the jurisdiction will be asked to submit a status report verifying which modes, LRTP goals and objectives, Performance Measures (PMs), and Transit Asset Management (TAM) targets were achieved in the project.

Projects funded through Transportation Alternatives

Funding eligibility for the Transportation Alternatives program (TA) includes the former Transportation Enhancements eligible projects, Recreational Trails, and Safe Routes to School programs. Construction, planning, and design for these types of projects are all eligible activities under the TA program, as well as projects related to environmental mitigation, or the maintenance and preservation of historic transportation facilities.

Similar to STBG funds, TA funds are allocated to the State DOT and then sub-allocated to the local level. The NEMNATP has developed a biennial application process and TA task force made up of elected officials and transportation professionals that is facilitated by the Arrowhead Regional Development Commission (ARDC). The selected TA projects are subject to the approval of the NE MN ATP, but any selected TA projects that are located within the MIC area are automatically included in the Duluth Area TIP.

FY 2023-2026 TIP Projects

The following project tables list all the transportation projects scheduled for federal and/or state funding on the Minnesota side of the Duluth-Superior Urbanized Area. The Wisconsin side can be found in a separate Superior Urbanized Area TIP document. This includes estimated project costs that have been adjusted to represent an annual rate of inflation for roadway projects and for transit related projects. The map following the project tables depicts the location of projects that have a specific geography. The structure of the tables is as follows:

State Project ID – Links the project to the Statewide Transportation Improvement Program (STIP).

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

Roadway Name – Common roadway name

Mile – Estimated length of the project

Type of Work – Provides a general description of the improvement being made (drainage improvements, crossing improvements, landscaping, etc.)

Project Description – Scope of project and its location.

Type of Funds – Identifies type of funds utilized for the project, LF = Local Funding, SF = State Funding, HSIP = Highway Safety Improvement Program, NHPP = National Highway Performance Program, STBGP = Surface Transportation Block Grant Program.

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

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

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

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

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

Project Total \$ (MnDOT Total) – Total anticipated cost of the project.

Project Total \$ (MIC Total) – Total anticipated cost of the project, also including any AC payback funds.

Table 1: FY 2023

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Project Description	Type of Funds	Fed \$ (Noa-AC)	Fed AC **	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (MnDOT Total)	Project Total \$ (MIC Total)
6910-102	MnDOT	MN 23	0.1	Drainage Rehab	MN 23 IN DULUTH JCT CSAH 3 BECKS RD. US STEEL CREEK CULVERT REPAIR. (TIED 6910-103)	SF	\$ -	\$ -	\$ -	\$ 1,700,000	\$ -	\$ 1,700,000	\$ 1,700,000
6910-103	MnDOT	MN 23	0	Drainage Rehab	MN 23 IN DULUTH SPRING ST. GOGEBIC CREEK CULVERT REPAIR. (TIED 6910-102)	SF	\$ -	\$ -	\$ -	\$ 1,250,000	\$ 450,000	\$ 1,700,000	\$ 1,700,000
6910-105	MnDOT	MN 23	1.5	Resurface	MN 23 IN DULUTH FROM E OF 121ST ST TO JCT MN 39. RESURFACE	STBGP	\$ 2,000,000	\$ -	\$ -	\$ 500,000	\$ -	\$ 2,500,000	\$ 2,500,000
69-00212	MnDOT	CSAH 45	0	RR X-ing Improvements	DMIR RR, INSTALL GATES AND FLASHING LIGHTS AT CSAH 45, N CLOQUET RD MIDWAY TWP ST LOUIS COUNTY	RRS	\$ 250,000	\$ -	\$ -	\$ -	\$ 25,000	\$ 275,000	\$ 275,000
0980-162	MnDOT	I-35	42.4	Landscaping	I 35 NB & SB IN MAHTOWA FROM CSAH 4 TO CSAH 14, BOUNDARY AVE IN PROCTOR (CSAH 14) & MN48/HINCKLEY TO WILLOW RIVER (CSAH 43). CLEAR ZONE MAINTENANCE TREE REMOVAL & BRUSHING. (ASSOC. 6382-341, 5880-202)	HSIP	\$ 337,500	\$ -	\$ -	\$ 37,500	\$ -	\$ 375,000	\$ 375,000
6908-61	MnDOT	US 2/MN 194	3.11	Resurface/Roundabout	US HWY 2 FROM CR874 TO MN HWY 194, RESURFACE AND CONSTRUCT ROUNDABOUT AT INTERSECTIONS OF US 2/MN HWY 194 (ASSOC. 6907-51, 6932-16 & 069-646-002)	NHPP	\$ 3,168,603	\$ -	\$ -	\$ 797,151	\$ 558,000	\$ 4,543,754	\$ 4,543,754
6908-61S	MnDOT	US 2/MN 194	3.11	Resurface/Roundabout	US HWY 2 FROM CR874 TO MN HWY 194, RESURFACE AND CONSTRUCT ROUNDABOUT AT INTERSECTIONS OF US 2/MN HWY 194 (ASSOC. 6907-51, 6932-16 & 069-646-002) (AC PROJECT PAYBACK 2024)	HSIP	\$ -	\$ 1,856,250	\$ -	\$ -	\$ -	\$ -	\$ 1,856,250
8801-BLATNIK CA-23	MnDOT	I-535	0	Engineering	BLATNIK BRIDGE PRELIMINARY ENGINEERING/CONSULTANT AGREEMENTS - 2023	NHPP	\$ 2,200,000	\$ -	\$ -	\$ 115,790	\$ -	\$ 2,315,790	\$ 2,315,790
Total							\$ 7,916,103	\$ 1,856,250	\$ -	\$ 4,400,441	\$ 1,033,000	\$ 13,409,544	\$ 15,265,794
118-126-022	Duluth	MSAS 126	1.52	Resurface	3rd St, In Duluth From 12th Ave E To Mesaba Ave/Mn 194 Mill & Overlay, Storm Sewer, C&G & ADA	STBGP	\$ 1,400,000	\$ -	\$ -	\$ -	\$ 350,000	\$ 1,750,000	\$ 1,750,000
118-030-026	Duluth	Cross City Trail	0	New Multi-Use Trail	IN DULUTH, CROSS CITY TRAIL(CCT) - SEGMENT III, FROM CENTRAL AVENUE TO 59TH AVE. W AND FROM E. SIDE OF KINGSBURY CREEK BRIDGE TO GRAND AVE (MN23) CONSTRUCT 10FT WIDE MULTI-USE PAVED TRAIL	STBGP TAP	\$ 600,000	\$ -	\$ -	\$ -	\$ 150,000	\$ 750,000	\$ 750,000
118-070-004	Duluth	Various Locations	15.8	Safety Improvements	6-INCH WET-REFLECTIVE EDGELINES ON VARIOUS RURAL CITY ROADS (AC PROJECT PAYBACK 2026)	HSIP	\$ -	\$ 135,000	\$ -	\$ -	\$ 15,000	\$ 15,000	\$ 150,000
118-591-009	Duluth	Lincoln Park Middle School	0	Safe Routes to School	Lincoln Park Middle School pedestrian and ADA improvements. Replace existing sidewalks along Atlantic Ave and Devonshire St and construct shared use path along Devonshire St	MN SRTS	\$ -	\$ -	\$ -	\$ 293,046	\$ 73,262	\$ 366,308	\$ 366,308
Total							\$ 2,000,000	\$ 135,000	\$ -	\$ 293,046	\$ 588,262	\$ 2,881,308	\$ 3,016,308
069-654-006	St. Louis County	CSAH 56	0.9	Resurface	PIEDMONT AVE (CSAH 56) MILL AND OVERLAY AND SIDEWALK IMPROVEMENTS BETWEEN HAINES RD (CSAH 91) AND CHAMBERSBURG AVE. (TIED TO 069-691-033)	STBGP	\$ 280,000	\$ -	\$ -	\$ -	\$ 280,000	\$ 560,000	\$ 560,000
069-070-048	St. Louis County	CSAH 29	0	Safety Improvements	CSAH 29 SINGLE T-CURVES AT 5 INTERSECTIONS AT CSAH 43 & 100 (TIED TO 069-700-020)	HSIP	\$ 396,800	\$ -	\$ -	\$ -	\$ 99,200	\$ 496,000	\$ 496,000
069-070-049	St. Louis County	Various Locations	0	Safety Improvements	ST LOUIS COUNTY WIDE - CENTERLINE RUMBLE STRIPS	HSIP	\$ 213,300	\$ -	\$ -	\$ -	\$ 25,000	\$ 238,300	\$ 238,300
069-070-050	St. Louis County	Various Locations	0	Safety Improvements	ST LOUIS COUNTY WIDE - CHEVRONS AT 27 CURVES	HSIP	\$ 122,400	\$ -	\$ -	\$ -	\$ 15,000	\$ 137,400	\$ 137,400
069-070-053	St. Louis County	CSAH 13	0.12	Safety Improvements	MIDWAY RD (CSAH 13) AT STARK RD (CSAH 11) TURN LANES (TIED TO 069-070-057)	HSIP	\$ 500,000	\$ -	\$ -	\$ -	\$ 275,000	\$ 775,000	\$ 775,000
069-614-022	St. Louis County	CSAH 14	0.35	Sidewalks	IN DULUTH & PROCTOR, ON EAST SIDE OF BOUNDARY AVE CONSTRUCT NEW SIDEWALK FROM 300 FT NORTH OF ANCHOR ST TO ORCHARD ST	STBGP TAP	\$ 300,000	\$ -	\$ -	\$ -	\$ 75,000	\$ 375,000	\$ 375,000
069-070-057	St. Louis County	CSAH 13	0.15	Safety Improvements	MIDWAY RD (CSAH 13) AND WEST ARROWHEAD RD CONSTRUCT LEFT TURN LANES (TIED TO 069-070-053)	HSIP	\$ 500,000	\$ -	\$ -	\$ -	\$ 200,000	\$ 700,000	\$ 700,000
069-691-033	St. Louis County	Haines Rd	4	Resurface	HAINES RD (CSAH 91) FROM MORRIS THOMAS RD TO AIRPORT RD MILL AND OVERLAY, SIDEWALK, STORM SEWER, TRAFFIC SIGNALS AND TURN LANES (TIED TO 069-654-006)	STBGP	\$ 1,120,000	\$ -	\$ -	\$ -	\$ 1,479,556	\$ 2,599,556	\$ 2,599,556
069-691-033N	St. Louis County	Haines Rd	4	Resurface	HAINES RD (CSAH 91) FROM MORRIS THOMAS RD TO AIRPORT RD MILL AND OVERLAY, SIDEWALK, STORM SEWER, TRAFFIC SIGNALS AND TURN LANES (AC PAYBACK 2024) (TIED TO 069-654-006)	NHPP	\$ -	\$ 425,444	\$ -	\$ -	\$ -	\$ -	\$ 425,444
069-609-050	St. Louis County	CSAH 9	1.44	Resurface	WOODLAND AVE RESURFACE (CSAH 9) - FROM SNIVELY RD (CSAH 37) TO ANOKA ST. MILL AND OVERLAY, SIDEWALK IMPROVEMENTS, STORM SEWER AND CURB AND GUTTER REPLACEMENT. (AC PROJECT PAYBACK 2025)	STBGP	\$ -	\$ 1,480,000	\$ -	\$ -	\$ 1,520,000	\$ 1,520,000	\$ 3,000,000
069-070-055AC	St. Louis County	MN 210	0	Bridge Replacement	MNDOT DIST. LOUIS COUNTY BRIDGE BUNDLE PARTNERSHIP TO REPLACE 21 BRIDGES, INCLUDES MNDOT BRIDGES ALONG MN 210 #6290, 6292, 6293 & 6294 WITH NEW BRIDGES 09X05, 09X06, 09X07 & 09X08. SLC IS LEAD (ASSOC 8821-336) (AC PAYBACK 1 OF 1)	BROS	\$ -	\$ -	\$ 2,024,550	\$ -	\$ -	\$ 2,024,550	\$ -
Total							\$ 3,432,500	\$ 1,905,444	\$ 2,024,550	\$ -	\$ 3,968,756	\$ 3,425,806	\$ 9,306,700

Table 2: FY 2024

State Project ID	Agency	Roadway Name	Est. Length (Mile)	Type of Work	Project Description	Type of Feeds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (MnDOT Total)	Project Total \$ (MIC Total)
063-070-059	MnDOT	MN 61	0.1	Safety Improvements	TWO HARBORS EXPY (MN 61) AND HOMESTEAD RD (CSAH 42) REDUCED CONFLICT INTERSECTION AND CONSTRUCT LEFT TURN LANES AT ALSETH RD, SB ONLY, SALAKKA RD, SHORT RD, SANNES RD (ASSOC TO 3804-63 & 6926-57) MnDOT IS LEAD	HSIP	\$ 650,000	\$ -	\$ -	\$ 72,222	\$ -	\$ 722,222	\$ 722,222
6325-144	MnDOT	MN 61	4.65	Resurface	IN DULUTH, HWY 61 NORTH OF SUPERIOR ST TO MCQUADE RD (CR 33) MILL AND OVERLAY (ASSOC TO 6326-54)	NHPP	\$ 2,279,760	\$ -	\$ -	\$ 520,240	\$ -	\$ 2,800,000	\$ 2,800,000
6908-61SAC	MnDOT	US 2/MN 194	3.12	AC Payback	US HWY 2 FROM CR874 TO MN HWY 194, RESURFACE AND CONSTRUCT ROUNDABOUT AT INTERSECTIONS OF US 2/MN HWY 194 (ASSOC. 6907-51, 6932-16 & 063-646-0021) (AC PROJECT PAYBACK 1 OF 1)	HSIP	\$ -	\$ -	\$ 1,856,250	\$ -	\$ -	\$ 1,856,250	\$ -
6308-66	MnDOT	US 2	0.1	Drainage Rehab	US 2, W OF SOLWAY RD (CR 889), REPLACE BOX CULVERT BR.# 8017 WITH NEW BOX CULVERT #63X01 (TIED TO 6308-67)	NHPP	\$ 630,191	\$ -	\$ -	\$ 143,809	\$ -	\$ 774,000	\$ 774,000
6308-67	MnDOT	US 2	0.35	Drainage Rehab/Bridge Replacement	US 2, SE OF ST LOUIS RIVER RD, REPLACE BOX CULVERT AT KINGSBURY CREEK BR. 8016 WITH NEW BR#69X22 & WEST OF LINDAHL RD REPLACE BR#9280 WITH NEW BR#63X23 OVER MIDWAY RIVER (TIED TO 6308-66)	NHPP	\$ 1,279,108	\$ -	\$ -	\$ 291,892	\$ -	\$ 1,571,000	\$ 1,571,000
6310-109	MnDOT	MN 23	1.41	Bridge Replacement	MN 23 IN DULUTH, FROM ST. LOUIS RIVER TO E OF 121ST. MISSION CREEK REPLACE OLD BR# 5757 WITH NEW BR#63902 (HISTORICAL BRIDGE), REALIGNMENT AND GRADING	STBGP	\$ 4,885,200	\$ -	\$ -	\$ 1,114,800	\$ -	\$ 6,000,000	\$ 6,000,000
6326-57	MnDOT	MN 61	0.14	Safety Improvements	TWO HARBORS EXPY (MN 61) AND HOMESTEAD RD (CSAH 42) REDUCED CONFLICT INTERSECTION AND CONSTRUCT LEFT TURN LANES AT ALSETH RD, SB ONLY, SALAKKA RD, SHORT RD, SANNES RD (ASSOC TO 3804-63 & 063-070-059) MnDOT IS LEAD	HSIP	\$ 650,000	\$ -	\$ -	\$ -	\$ 72,222	\$ 722,222	\$ 722,222
6382-342	MnDOT	I-35	1.2	Safety Improvements	IN DULUTH I-35 FROM LAKE AVE TO 26TH AVE E ADA IMPROVEMENTS.	NHPP	\$ 900,000	\$ -	\$ -	\$ 100,000	\$ -	\$ 1,000,000	\$ 1,000,000
3804-63N	MnDOT	MN 61	0.14	Safety Improvements	TWO HARBORS EXPY (MN 61) AND HOMESTEAD RD (CSAH 42) REDUCED CONFLICT INTERSECTION AND CONSTRUCT LEFT TURN LANES AT ALSETH RD, SB ONLY, SALAKKA RD, SHORT RD, SANNES RD (ASSOC TO 6326-57 & 063-070-059) MnDOT IS LEAD	NHPP	\$ 122,130	\$ -	\$ -	\$ 27,870	\$ -	\$ 150,000	\$ 150,000
6926-57N	MnDOT	MN 61	0.14	Safety Improvements	TWO HARBORS EXPY (MN 61) AND HOMESTEAD RD (CSAH 42) REDUCED CONFLICT INTERSECTION AND CONSTRUCT LEFT TURN LANES AT ALSETH RD, SB ONLY, SALAKKA RD, SHORT RD, SANNES RD (ASSOC TO 3804-63 & 063-070-059) MnDOT IS LEAD	NHPP	\$ 818,724	\$ -	\$ -	\$ 186,832	\$ -	\$ 1,005,556	\$ 1,005,556
8801-BLATNIK CA-24	MnDOT	I-535	0	Engineering	BLATNIK BRIDGE PRELIMINARY ENGINEERING/CONSULTANT AGREEMENTS - 2024	NHPP	\$ 1,900,000	\$ -	\$ -	\$ 100,000	\$ -	\$ 2,000,000	\$ 2,000,000
Total							\$ 14,115,113	\$ -	\$ 1,856,250	\$ 2,557,665	\$ 72,222	\$ 18,601,250	\$ 16,745,000
118-118-005	Duluth	MSAS 118	0.43	Resurface	RAILROAD ST (MSAS 118) IN DULUTH FROM 5TH AVE W. TO CANAL PARK DRIVE. BITUMINOUS RESURFACING, STORM SEWER, CURB & GUTTER, SIDEWALKS	STBGP	\$ 1,480,000	\$ -	\$ -	\$ -	\$ 370,000	\$ 1,850,000	\$ 1,850,000
Total							\$ 1,480,000	\$ -	\$ -	\$ -	\$ 370,000	\$ 1,850,000	\$ 1,850,000
063-070-062	St. Louis County	Various Locations	36.1	Safety Improvements	ST. LOUIS COUNTY WIDE INSTALL 6-INCH WET REFLECTIVE MULTI-COMP EDGELINE IN GROOVE (ASSOC 063-070-065)	HSIP	\$ 298,000	\$ -	\$ -	\$ -	\$ 33,111	\$ 331,111	\$ 331,111
063-070-065	St. Louis County	Various Locations	33.6	Safety Improvements	ST. LOUIS COUNTY WIDE INSTALL 6-INCH WET REFLECTIVE MULTI-COMP EDGELINE IN GROOVE (ASSOC 063-070-062)	HSIP	\$ 279,000	\$ -	\$ -	\$ -	\$ 31,000	\$ 310,000	\$ 310,000
063-631-033NAC	St. Louis County	Haines Rd	0	Resurface	HAINES RD (CSAH 91) FROM MORRIS THOMAS RD TO AIRPORT RD MILL AND OVERLAY, SIDEWALK, STORM SEWER, TRAFFIC SIGNALS AND TURN LANES (AC PROJECT PAYBACK 1 OF 1) (TIED TO 063-654-0061)	NHPP	\$ -	\$ -	\$ 425,444	\$ -	\$ -	\$ 425,444	\$ -
Total							\$ 577,000	\$ -	\$ 425,444	\$ -	\$ 64,111	\$ 1,066,555	\$ 641,111
202-101-014 AC	Hermantown	Ugstad Rd & Arrowhead Rd	2	AC Payback	IN HERMANTOWN, UGSTAD & ARROWHEAD ROAD INTERSECTION IMPROVEMENTS, MAPLE GROVE RD TO MILLER TRUNK HWY ON UGSTAD RD & W OF UGSTAD RD TO E OF UGSTAD RD ON ARROWHEAD RD (AC PROJECT PAYBACK 1 OF 1) (ASSOCIATED SP 202-104-012)	STBGP	\$ -	\$ -	\$ 1,480,000	\$ -	\$ -	\$ 1,480,000	\$ -
Total							\$ -	\$ -	\$ 1,480,000	\$ -	\$ -	\$ 1,480,000	\$ -

Table 3: FY 2025

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (MnDOT Total)	Project Total \$ (MIC Total)
6325-145	MnDOT	London Rd	3.4	Resurface/Roundabout/Trail	IN DULUTH, LONDON RD (MN 61) FROM 26 AVE E. TO 60TH AVENUE EAST, RESURFACE, CONSTRUCT ROUNDABOUT AT 26TH & 40TH AVE E, TRAIL (ASSOC. 6325-145, 118-131-003, 118-133-003)	STBGP	\$ 7,979,160	\$ -	\$ -	\$ 1,820,840	\$ -	\$ 3,800,000	\$ 3,800,000
6382-348	MnDOT	I-35	0.1	Bridge Rehabilitation	I-35 IN DULUTH REHAB NB BR#63818N & SB BR# 63818S OVER MESABA AVE.(TIED 6382-336)	FFM	\$ 8,200,000	\$ -	\$ -	\$ -	\$ -	\$ 8,200,000	\$ 8,200,000
6382-336	MnDOT	I-35	1.7	Concrete Pavement Rehab	I-35 IN DULUTH, LAKE AVENUE TO 21ST AVE E. RAMPS REHAB, CPR & CB REPAIR (TIED 6382-348)	NHPP	\$ 2,340,000	\$ -	\$ -	\$ 260,000	\$ -	\$ 2,600,000	\$ 2,600,000
8801-BLATNIK CA-25	MnDOT	I-535	0	Engineering	BLATNIK BRIDGE PRELIMINARY ENGINEERING/CONSULTANT AGREEMENTS - 2025	NHPP	\$ 3,800,000	\$ -	\$ -	\$ 200,000	\$ -	\$ 4,000,000	\$ 4,000,000
Total							\$ 22,319,160	\$ -	\$ -	\$ 2,280,840	\$ -	\$ 24,600,000	\$ 24,600,000
118-140-035	Duluth	Lake Ave	0.37	Resurface	IN DULUTH CANAL PARK AREA RECONDITIONING PROJECT, CONCRETE PAVEMENT REPAIRS LAKE AVE, RAILROAD ST TO LIFT BRIDGE.	STBGP	\$ 814,000	\$ -	\$ -	\$ -	\$ 616,000	\$ 1,430,000	\$ 1,430,000
118-206-001	Duluth	Buchanan St	0.05	Resurface	IN DULUTH CANAL PARK AREA RECONDITIONING CONCRETE PAVEMENT REPAIRS. BUCHANAN ST, LAKE AVE TO CANAL PARK DR.	STBGP	\$ 148,000	\$ -	\$ -	\$ -	\$ 112,000	\$ 260,000	\$ 260,000
118-207-001	Duluth	Canal Park Dr	0.21	Resurface	IN DULUTH CANAL PARK AREA RECONDITIONING CONCRETE PAVEMENT REPAIRS. CANAL PARK DR, BUCHANAN ST TO RAILROAD STREET.	STBGP	\$ 518,000	\$ -	\$ -	\$ -	\$ 332,000	\$ 910,000	\$ 910,000
118-080-065	Duluth	Garfield Ave/Port Terminal Rd	0.27	Resurface	IN DULUTH, GARFIELD AVE/PORT TERMINAL RD PAVEMENT RESURFACE	NHPP	\$ 224,000	\$ -	\$ -	\$ -	\$ 56,000	\$ 280,000	\$ 280,000
118-166-004	Duluth	London Rd/40th Ave E	0.53	Roundabouts	IN DULUTH AT INTERSECTION OF LONDON RD (MN 61)/40TH AVE E (MSAS 166), & LONDON RD (MN 61)/26TH AVE E (MSAS 191) CONSTRUCT ROUNDABOUTS (ASSOC. 6325-145, 118-131-003, 118-133-003) (AC PROJECT PAYBACK 2026)	STBGP	\$ -	\$ 1,480,000	\$ -	\$ -	\$ 370,000	\$ 370,000	\$ 1,850,000
Total							\$ 1,704,000	\$ 1,480,000	\$ -	\$ -	\$ 1,546,000	\$ 3,250,000	\$ 4,730,000
063-609-050AC	St. Louis County	CSAH 3	1.44	AC Payback	WOODLAND AVE RESURFACE (CSAH 3) - FROM SNIVELY RD (CSAH 37) TO ANOKA ST. MILL AND OVERLAY, SIDEWALK IMPROVEMENTS, STORM SEWER AND CURB AND GLITTER REPLACEMENT (AC PAYBACK 1 OF 1)	STBGP	\$ -	\$ -	\$ 1,480,000	\$ -	\$ -	\$ 1,480,000	\$ -
063-070-072	St. Louis County	Various Locations	22.4	Safety Improvements	6-INCH WET-REFLECTIVE EDGELINES ON VARIOUS COUNTY ROADS	HSIP	\$ 176,400	\$ -	\$ -	\$ -	\$ 19,600	\$ 196,000	\$ 196,000
Total							\$ 176,400	\$ -	\$ 1,480,000	\$ -	\$ 19,600	\$ 1,676,000	\$ 196,000

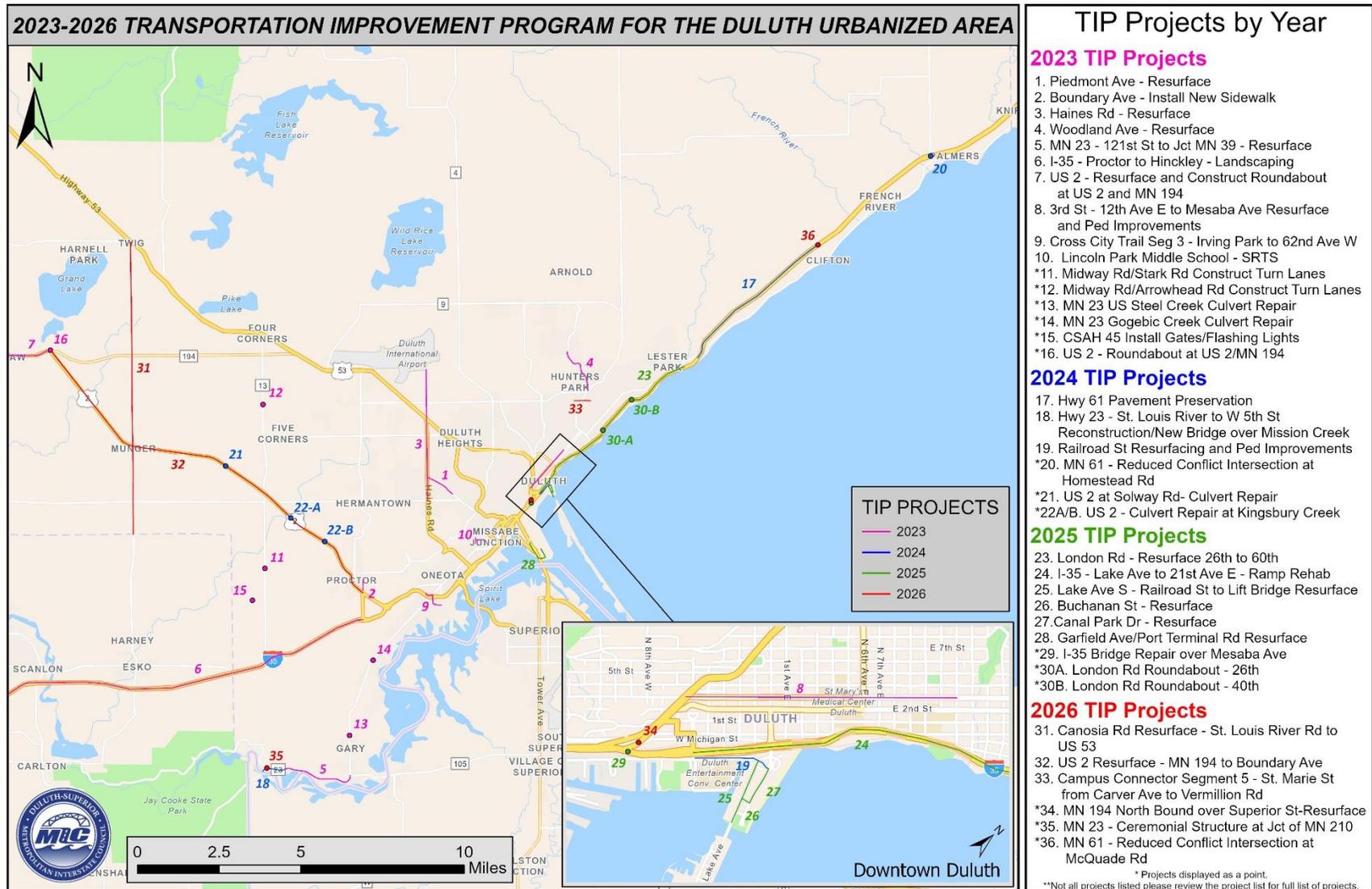
Table 4: FY 2026

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (MnDOT Total)	Project Total \$ (MIC Total)
063-070-074	MnDOT	MN-61	0.4	Safety Improvements	MN 61 AT JCT MCQUADE RD (CSAH 33). CONSTRUCT REDUCED CONFLICT INTERSECTION. (ASSOC 6326-58) MN DOT LEAD	HSIP	\$ 500,000	\$ -	\$ -	\$ -	\$ 56,000	\$ 556,000	\$ 556,000
6308-68	MnDOT	US Hwy 2	12.86	Resurface	US 2, MN 134 TO BOUNDARY AVE IN PROCTOR, RESURFACE	NHPP	\$ 8,752,650	\$ -	\$ -	\$ 1,931,350	\$ -	\$ 10,750,000	\$ 10,750,000
6333-101	MnDOT	MN Hwy 134	0.2	Bridge Resurface	IN DULUTH, MN 134 NB, OVER SUPERIOR ST, MILL AND OVERLAY BR# 63840, REPAIR BR# 63840 AND 63833 MICHIGAN ST OVER MN 134 SB	NHPP	\$ 1,628,400	\$ -	\$ -	\$ 371,600	\$ -	\$ 2,000,000	\$ 2,000,000
6310-114	MnDOT	MN Hwy 23	0.1	Landscaping	MN 23 IN DULUTH AT JCT MN 210, CONSTRUCT CEREMONIAL STRUCTURE AND GATHERING SPACE FOR HISTORIC FOND DU LAC CEMETERY.	SF	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	\$ 1,500,000
6326-58	MnDOT	MN-61	0.4	Safety Improvements	MN 61 AT JCT MCQUADE RD (CSAH 33). CONSTRUCT REDUCED CONFLICT INTERSECTION. (ASSOC 063-070-074) MN DOT LEAD	NHPP	\$ 500,000	\$ -	\$ -	\$ 56,000	\$ -	\$ 556,000	\$ 556,000
8821-358	MnDOT	Various Locations	65.4	Safety Improvements	I-35 NB&SB VARIOUS LOCATIONS FROM PINE/CHISAGO COUNTY LINE TO 0.5 MILES SOUTH OF BOUNDARY AVE IN PROCTOR. 6" GROUND IN WET REFLECTIVE PAVEMENT MARKINGS.	HSIP	\$ 1,222,200	\$ -	\$ -	\$ 135,800	\$ -	\$ 1,358,000	\$ 1,358,000
8801-BLATNIK CA-26	MnDOT	I-535	0	Engineering	BLATNIK BRIDGE PRELIMINARY ENGINEERING/CONSULTANT AGREEMENTS - 2026	NHPP	\$ 3,000,000	\$ -	\$ -	\$ 473,684	\$ -	\$ 3,473,684	\$ 3,473,684
Total							\$ 21,603,250	\$ -	\$ -	\$ 4,534,434	\$ 56,000	\$ 26,193,684	\$ 26,193,684
118-166-004AC	Duluth	London Rd	0.53	AC Payback	IN DULUTH AT INTERSECTION OF LONDON RD (MN 61)/40TH AVE E (MSAS 166), & LONDON RD (MN 61)/26TH AVE E (MSAS 131) CONSTRUCT ROUNDABOUTS (ASSOC. 6325-145, 118-131-003, 118-133-003) (AC PROJECT PAYBACK 1 OF 1)	STBGP	\$ -	\$ -	\$ 1,480,000	\$ -	\$ -	\$ 1,480,000	\$ -
118-070-004AC	Duluth	Various Locations	15.8	AC Payback	6-INCH WET-REFLECTIVE EDGELINES ON VARIOUS RURAL CITY ROADS (AC PROJECT PAYBACK 1 OF 1)	HSIP	\$ -	\$ -	\$ 135,000	\$ -	\$ -	\$ 135,000	\$ -
118-156-012	Duluth	Campus Connector Trail	0.5	Trail Construction	IN DULUTH E. ST MARIE ST (MSAS 156) FROM CARYER AVE TO VERMILLION RD. CONSTRUCT CAMPUS CONNECTOR SEGMENT 5.	TA	\$ 384,031	\$ -	\$ -	\$ -	\$ 284,755	\$ 668,846	\$ 668,846
Total							\$ 384,031	\$ -	\$ 1,615,000	\$ -	\$ 284,755	\$ 2,283,846	\$ 668,846
063-038-017	St. Louis County	Canosia Rd	10.78	Resurface	CANOSIA RD (CSAH 38) FROM ST LOUIS RIVER RD (CSAH 363) TO US 53. BIT RECLAIM AND PAVING	STBGP	\$ 1,480,000	\$ -	\$ -	\$ -	\$ 2,020,000	\$ 3,500,000	\$ 3,500,000
063-070-070	St. Louis County	Various Locations	66.3	Safety Improvements	6-INCH WET-REFLECTIVE EPOXY EDGELINES ON VARIOUS COUNTY ROADS	HSIP	\$ 488,700	\$ -	\$ -	\$ -	\$ 54,300	\$ 543,000	\$ 543,000
063-070-069	St. Louis County	Various Locations	51.8	Safety Improvements	6-INCH EDGELINES ON VARIOUS COUNTY ROADS	HSIP	\$ 61,200	\$ -	\$ -	\$ -	\$ 6,800	\$ 68,000	\$ 68,000
Total							\$ 2,029,900	\$ -	\$ -	\$ -	\$ 2,081,100	\$ 4,111,000	\$ 4,111,000

Table 5: 2023-2026 Transit Projects

State Project ID	Agency	roadway Name	Est. Length	Type of Work	Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC %	Fed AC Pct/Book	State T.M. or Bond %	Other \$	Project Total \$	Year
TRF-2023-23	ARDC	TRANSIT	1	Mobility Management	SECTION 5318: ARROWHEAD REGIONAL DEVELOPMENT COMMISSION MOBILITY MANAGEMENT 7/1/23 - 6/30/2024	FTA	\$ 28,000				\$ 11,000	\$ 39,000	2023
TRF-2023-23A	DTA	TRANSIT	1	TRANSIT OPERATION	SECT 5387: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	FTA	\$ 1,548,165				\$ 19,224,324	\$ 20,772,489	2023
TRF-2023-23B	DTA	TRANSIT	1	TRANSIT OPERATION	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -				\$ 1,158,858	\$ 1,158,858	2023
TRF-2023-23D	DTA	TRANSIT	1	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5335: DULUTH TRANSIT AUTHORITY; OPERATION CENTER BUS BARRAND MAINTENANCE FLOOR RENAP.	FTA	\$ 328,000				\$ 88,000	\$ 416,000	2023
TRF-2023-23C	DTA	TRANSIT	1	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5335: DULUTH TRANSIT AUTHORITY; DTA OPERATIONS CENTER EXTERIOR PAINTING.	FTA	\$ 191,200				\$ 47,000	\$ 238,200	2023
TRF-2023-23E	DTA	TRANSIT	1	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5387: DULUTH CAPITAL TECHNOLOGY UPDATES.	FTA	\$ 300,000				\$ 75,000	\$ 375,000	2023
TRF-2023-23G	DTA	TRANSIT	1	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5335: DULUTH TRANSIT AUTHORITY; PROCURE AND INSTALL PASSENGER AMENITIES AT VARIOUS LOCATIONS	FTA	\$ 168,000				\$ 48,000	\$ 216,000	2023
TRF-2023-23H	DTA	TRANSIT	1	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5387: DULUTH TRANSIT AUTHORITY - FACILITY CAPITAL	FTA	\$ 888,000				\$ 288,000	\$ 1,176,000	2023
TRF-2023-23I	DTA	TRANSIT	1	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5387: DULUTH CAPITAL BUS SUPPORT	FTA	\$ 488,165				\$ 188,842	\$ 677,007	2023
TRF-2023-23J	DTA	TRANSIT	1	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5335: DULUTH TRANSIT AUTHORITY; DTA OPERATIONS CENTER MAINTENANCE AND PARTS ROOM STORAGE RACKS	FTA	\$ 15,000				\$ 4,000	\$ 19,000	2023
TRF-2023-23K	DTA	TRANSIT	1	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5335: DULUTH TRANSIT AUTHORITY; OPERATIONS CENTER GARAGE HEATERS	FTA	\$ 28,000				\$ 5,000	\$ 33,000	2023
TRS-2023-23TA	DTA	TRANSIT	1	TRANSIT VEHICLE PURCHASE	DULUTH TRANSIT AUTHORITY; PURCHASE NINE (9) CLASS 788 REPLACEMENT BUSES	STDPG	\$ 4,192,000				\$ 1,835,200	\$ 6,027,200	2023
TRF-2023-24	ARDC	TRANSIT	1	Mobility Management	SECTION 5318: ARROWHEAD REGIONAL DEVELOPMENT COMMISSION MOBILITY MANAGEMENT 7/1/24 - 6/30/2025	FTA	\$ 51,488				\$ 12,295	\$ 63,783	2024
TRF-2023-24A	DTA	TRANSIT	1	TRANSIT OPERATION	SECT 5387: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	FTA	\$ 1,548,878				\$ 28,247,338	\$ 29,796,216	2024
TRF-2023-24B	DTA	TRANSIT	1	TRANSIT OPERATION	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -				\$ 1,215,353	\$ 1,215,353	2024
TRF-2023-24C	DTA	TRANSIT	1	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5387: DULUTH CAPITAL BUS SUPPORT EQUIPMENT/FACILITY REHABILITATION	FTA	\$ 548,000				\$ 168,000	\$ 716,000	2024
TRF-2023-24D	DTA	TRANSIT	1	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5387: DULUTH CAPITAL BUS STOP/STATION/TERMINAL UPDATES	FTA	\$ 548,878				\$ 168,818	\$ 717,696	2024
TRF-2023-24E	DTA	TRANSIT	1	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5387: DULUTH CAPITAL TECHNOLOGY UPDATES	FTA	\$ 268,000				\$ 65,000	\$ 333,000	2024
TRF-2023-24F	DTA	TRANSIT	1	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5335: DULUTH TRANSIT AUTHORITY; ADMINISTRATIVE TECHNOLOGY UPDATES	FTA	\$ 88,000				\$ 28,000	\$ 116,000	2024
TRF-2023-24G	DTA	TRANSIT	1	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5335: DULUTH TRANSIT AUTHORITY; SECURITY AND CAMERA UPDATES	FTA	\$ 128,000				\$ 38,000	\$ 166,000	2024
TRS-2023-24D	DTA	TRANSIT	1	TRANSIT VEHICLE PURCHASE	DULUTH TRANSIT AUTHORITY; PURCHASE THREE (3) CLASS 388 GAS BUSES	STDPG	\$ 225,000				\$ 56,000	\$ 281,000	2024
TRS-2023-24C	DTA	TRANSIT	1	TRANSIT VEHICLE PURCHASE	DULUTH TRANSIT AUTHORITY; PURCHASE ONE (1) CLASS 488 REPLACEMENT BUS	STDPG	\$ 145,000				\$ 36,000	\$ 181,000	2024
TRF-2023-25	ARDC	TRANSIT	1	Mobility Management	SECTION 5318: ARROWHEAD REGIONAL DEVELOPMENT COMMISSION MOBILITY MANAGEMENT 7/1/25 - 6/30/2026	FTA	\$ 72,465				\$ 15,453	\$ 87,918	2025
TRF-2023-25A	DTA	TRANSIT	1	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5335: DULUTH TRANSIT AUTHORITY; BUS STOP IMPROVEMENTS	FTA	\$ 288,000				\$ 58,000	\$ 346,000	2025
TRF-2023-25D	DTA	TRANSIT	1	TRANSIT OPERATIONS	SECT 5387: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	FTA	\$ 1,572,411				\$ 21,272,324	\$ 22,844,735	2025
TRF-2023-25C	DTA	TRANSIT	1	TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -				\$ 1,276,258	\$ 1,276,258	2025
TRF-2023-25D	DTA	TRANSIT	1	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5387: DULUTH: DTA TRANSPORTATION EAST FACILITY REHABILITATION	FTA	\$ 1,572,411				\$ 335,193	\$ 1,907,604	2025
TRF-2023-25E	DTA	TRANSIT	1	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECTION 5335: TCE ROOF REPLACEMENT	FTA	\$ 195,000				\$ 34,000	\$ 229,000	2025
TRF-2023-25F	DTA	TRANSIT	1	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECTION 5335: TIRE STORAGE SOLUTION	FTA	\$ 35,000				\$ 24,000	\$ 59,000	2025
TRF-2023-25G	DTA	TRANSIT	1	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECTION 5335: HEAT TRANSFER FLUID REPLACEMENT	FTA	\$ 68,000				\$ 15,000	\$ 83,000	2025
TRF-2023-25H	DTA	TRANSIT	1	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECTION 5335: HEAVY DUTY BUS NOIST REPLACEMENTS	FTA	\$ 548,000				\$ 135,000	\$ 683,000	2025
TRS-2023-25A	DTA	TRANSIT	1	TRANSIT VEHICLE PURCHASE	DULUTH TRANSIT AUTHORITY; PURCHASE FIVE (5) CLASS 488 REPLACEMENT BUSES	STDPG	\$ 428,000				\$ 187,000	\$ 615,000	2025
TRS-2023-25D	DTA	TRANSIT	1	TRANSIT VEHICLE PURCHASE	DULUTH TRANSIT AUTHORITY; PURCHASE THREE (3) CLASS 388L GAS BUSES	STDPG	\$ 225,000				\$ 56,000	\$ 281,000	2025
TRF-2023-25A	DTA	TRANSIT	1	TRANSIT OPERATIONS	SECT 5387: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	FTA	\$ 1,619,137				\$ 22,374,462	\$ 23,993,604	2026
TRF-2023-25D	DTA	TRANSIT	1	TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -				\$ 1,348,588	\$ 1,348,588	2026
TRF-2023-26C	DTA	TRANSIT	1	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5387: RAPID TRANSIT STATION IMPROVEMENTS	FTA	\$ 1,619,137				\$ 483,284	\$ 2,102,421	2026
Total							\$ 19,745,313				\$ 31,447,374	\$ 51,192,687	

Map 3: Location of 2023-2026 TIP Projects



Performance Measures and Asset Management

The IJA requires incorporation of Performance-Based Planning and Programming (PBPP) in the development of the Metropolitan Planning Organization (MPO) Long-Range Transportation Plans (LRTP) and Transportation Improvement Plans (TIP). The Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Final Rule, further defined, “The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets (23 CFR 490.101) identified in the metropolitan transportation plan, linking investment priorities to those performance targets.” (23 CFR 450.326(d))

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

23 USC 150: National Performance Measure Goals

- **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>

Performance Measures as established in 49 USC 625 and 23 CFR 490

- **Transit**
 - Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
 - Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.
 - Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
 - Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.
- **Safety**
 - Number of fatalities
 - Fatalities per 100 million vehicle miles traveled
 - Number of serious injuries
 - Serious injuries per 100 million vehicle miles traveled
 - Number of non-motorized fatalities and non-motorized serious injuries
- **Infrastructure**
 - Percentage of pavements of the Interstate System in Good condition
 - Percentage of pavements of the Interstate System in Poor condition
 - Percentage of pavements of the non-Interstate NHS in Good condition
 - Percentage of pavements of the non-Interstate NHS in Poor condition
 - Percentage of NHS bridges classified as in Good condition
 - Percentage of NHS bridges classified as in Poor condition
- **System Performance on NHS**
 - Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate that are reliable
 - Non-Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the non-Interstate NHS that are reliable
- **Freight Movement**
 - Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index
- **CMAQ - Congestion Reduction (NOTE: not applicable to the MIC area)**
 - Peak Hour Excessive Delay (PHED) Measure: Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita
 - Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of Non-Single Occupancy Vehicle (SOV) Travel
 - Emissions Measure: Total Emission Reductions

MIC Adopted (Minnesota) Targets for Performance Measures (PM)

PM 1: Safety - Highway Safety Improvement Program Performance

For the Minnesota portion of the MIC area, the annually adopted Highway Safety Improvement Program (HSIP) Performance Measure Targets for 2021 are as follows:

(<https://safety.fhwa.dot.gov/hsip/reports/pdf/2020/mn.pdf>)

2020 Targets for Safety Performance	
Measure	2021 Target
Number of Traffic Fatalities	325.2
Rate of Traffic Fatalities	0.582 per 100 million VMT (<i>Vehicle Miles Traveled</i>)
Number of Serious Injuries	1,579.8
Rate of Serious Injuries	2.606 per 100 Million VMT (<i>Vehicle Miles Traveled</i>)
Total Number of Non-Motorized Fatalities & Serious Injuries	281.2

PM 2: Infrastructure - NHS Pavement and Bridge Condition

For the Minnesota portion of the MIC area, the adopted National Highway System (NHS) targets for Pavement and Bridge Condition Performance are as follows:

(<https://dsmic.org/study/performance-measures-mn/>)

Targets for NHS Pavement and Bridge Condition Performance			
Measure	Baseline (2018 data) (N/A)*	2-Year Target (2019)	4-Year Target (2021)
Percent of NHS* Bridges in Good Condition	N/A	55%	35%
Percent of NHS Bridges in Poor Condition	N/A	4%	4%
Percent of Interstate Pavement in Good Condition	N/A	N/A**	55%
Percent of Interstate Pavement in Poor Condition	N/A	4%	4%
Percent of Non-Interstate NHS Pavement in Good Condition	N/A	50%	50%
Percent of Non-Interstate NHS Pavement in Poor Condition	N/A	4%	4%

*Data no longer available

**Not Required by Code of Federal Regulations

PM 3: System Performance- NHS Performance and Freight Movement on the Interstate System

For the Minnesota portion of the MIC area, the adopted National Highway System (NHS) targets for Performance and Freight Movement on the Interstate System Targets are as follows:

Targets for Performance and Freight Movement on the Interstate System			
Measure	Baseline (2018 data)*	2-Year Target	4-Year Target
Percent of Reliable Person Miles on the Interstate	N/A	80%	80%
Percent of Reliable Person Miles Reliable on the Non-Interstate NHS	N/A	N/A**	90%
Truck Travel Time Reliability Index	N/A	1.5	1.5

*Data no longer available

**Not Required by Code of Federal Regulations

Transit Asset Management

The adopted Transit Asset Management (TAM) Performance Management Targets are as follows:

*Data no longer available

		Targets for Transit Asset Management	
Asset	Baseline (2019 data)*	4-Year Target	
Rolling Stock	19.5% of active Fixed Route vehicles have met or exceeded useful life.	<10% of active Fixed Route vehicles and <20% of Paratransit vehicles have reached their useful life.	
Equipment	20% of Paratransit vehicles have met or exceeded useful life. 42% of equipment (i.e. service vehicles) have reached their useful life.	<35% of equipment (i.e. service vehicles) have reached their useful life.	
Parking/Pedestrian Facility	50% of parking/pedestrian facilities have a condition rating below 3 based on FTA’s TERM scale.	<10% of parking/pedestrian facilities have a condition rating below 3 based on FTA’s TERM scale.	
Administrative/Maintenance Facility	0% of facility elements within the Administrative & Maintenance Facility have a condition rating below 3.	<20% of facility elements within the Administrative & Maintenance Facility have a condition rating below 3.	

*Data no longer available

Performance-Based Planning and Programming Processes

Federal performance-based planning requirements direct metropolitan planning organizations to establish performance measures for safety, pavement, bridge, reliability, freight, CMAQ, and transit asset management. The intent of these provisions is to demonstrate how federally-funded investments are helping to meet national, state and local transportation performance targets.

The Long Range Transportation Plan (LRTP) will provide the overall long-term objectives for guidance to help the MPO annually set performance measures and future projects to positively influence these measures. More information on the LRTP can be found at:

dsmic.org/planning/long-range/.

The MIC's Transportation Improvement Program (TIP) project solicitation and projects within the TIP will work in meeting the adopted performance-based measures. The TIP project selection process has established TIP project scoring criteria that awards points to projects that incorporate the MIC's LRTP and other planning studies. In recent years, the MIC has not scored projects due to smaller federal funding amounts and lack of competition between projects. The MIC revamped the TIP solicitation and scoring process in 2020, to coincide with the newly updated LRTP – Sustainable Choices 2045. MIC performance-based planning information can be found at <http://dsmic.org/study/performance-measures/>.

Anticipated Effect of Transportation Investments on Performance Measures

Federal regulations require that jurisdictions analyze the adopted performance-based measures during development of TIP projects. This review will enable engineers and local planning staff determine how different aspects of project scoping may positively or negatively impact performance measures locally.

PM 1 – Highway Safety Improvement Program Performance

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

<https://www.fhwa.dot.gov/tpm/reporting/state/safety.cfm?state=Minnesota>.

Key projects positively contributing to safety include:

- St. Louis County and MnDOT were awarded HSIP funding for projects that will be improving safety through countdown pedestrian timers, striping, pavement markings, and intersection improvements.
- A roundabout at Glenwood/Snively/Jean Duluth Road is scheduled for 2022 and is anticipated to have a significantly safety improvement for motorists at intersections. However, data has been inconclusive about safety impacts for pedestrians and bicyclists.

PM 2 – NHS Pavement and Bridge Condition

The Duluth Area TIP projects are anticipated to contribute positively to the overall statewide performance targets for NHS Pavement and Bridge Condition. An example of projects that will contribute to PM2 is the reconstruction of the Twin Ports Interchange (TPI). The TPI consists of 33 bridges, 16 of which are weight restricted, that are from the 1960's. This project will improve pavement and bridge conditions for both the MPO and the state. PM2 targets only apply to MnDOT within the MIC area. While, MnDOT District 1 is projecting that by 2024 pavement conditions on the Interstate and Non-Interstate NHS will fall below the statewide target, federal funds are increasingly focused on the NHS system to alleviate this issue.

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

The Duluth Area TIP projects are anticipated to contribute positively to the overall statewide performance targets for NHS Performance and Freight Movement on the Interstate System. The biggest contributor to reaching the PM3 targets is the reconstruction of the Twin Ports Interchange(TPI). The TPI consists of 33 bridges, 16 of which are weight restricted, that are from the 1960's. The TPI has 5,320 heavy commercial average annual daily traffic.

The improvements and usage of ITS signage, is anticipated to works towards meeting the PM3 targets.

Transit Asset Management (TAM) Targets

The Duluth Area TIP transit projects are anticipated to contribute positively to the TAM targets. In order to meet targets, the DTA plans to replace regular route buses and paratransit vehicles. They also have “preventative maintenance” budgeted for every year to maintain their current fleet. All four years in the TIP, the DTA has projects that will upgrade technology and facilities, including bus stops/terminals, equipment, and the administrative building/bus garage.

Community Impact Assessment

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

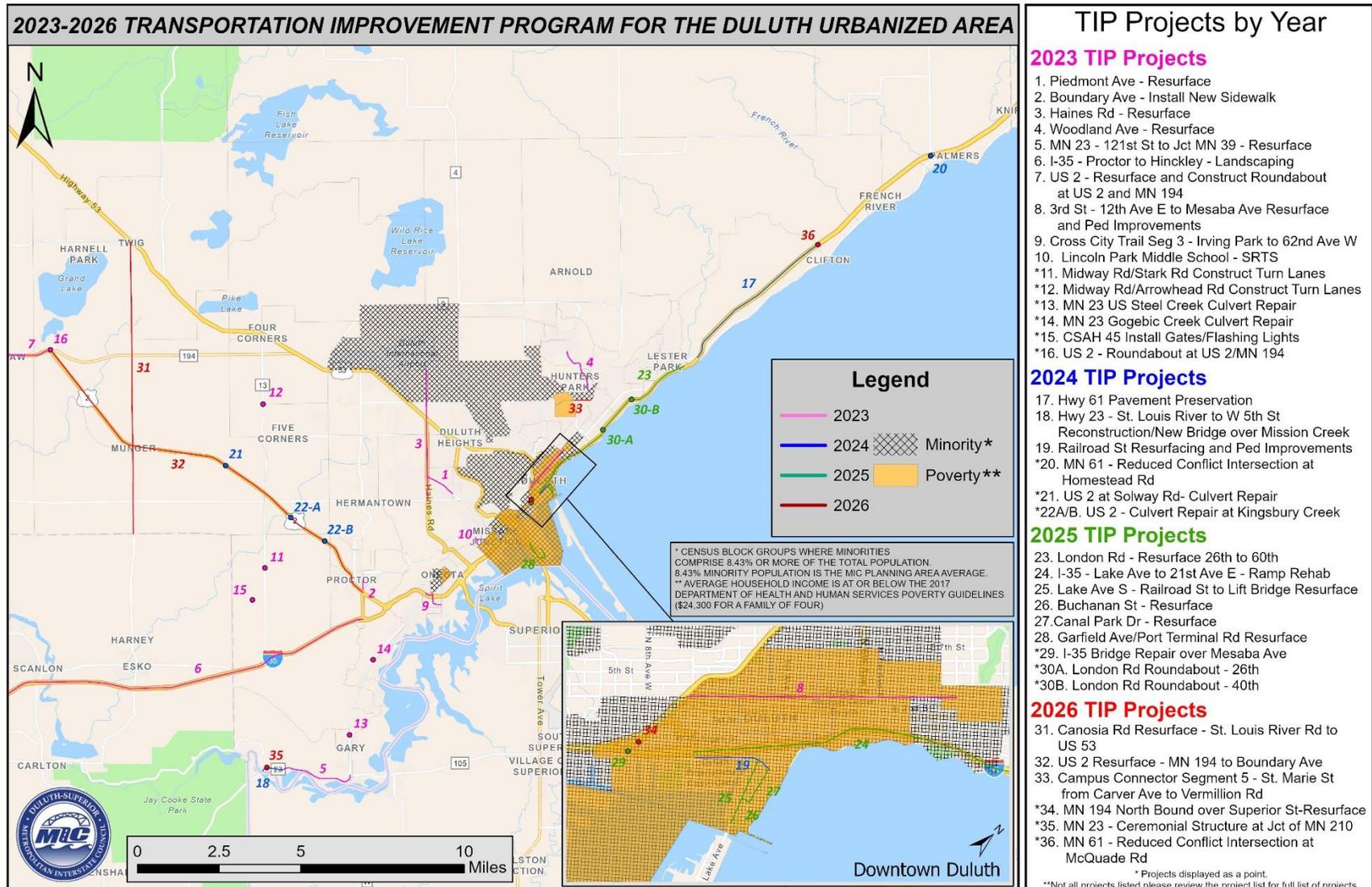
- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making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

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

A community impact assessment highlights those transportation projects that could potentially have a negative impact on neighborhoods with larger populations of minority or low income residents. Map 4 identifies the high-concentration areas of minority and low-income populations in the Duluth area and shows their location relative to the projects that are listed in this TIP. While, the vast majority of projects that are at least partially located in these areas, most of which are basic resurfacing, infrastructure rehabilitation projects, safety, or ITS projects that will have no significant alterations beyond the existing road widths and are expected to benefit those areas.

However, the MnDOT's Twin Ports Interchange project is a multi-year project with a very large investment that is anticipated to have impacts on the adjacent neighborhoods. The current infrastructure is one that has historically had negative impact to the economics of the Lincoln Park Business district. When the interstate was built, the Lincoln Park Business District was bypassed with circuitous exit ramps leading into the area. When this happened, the neighborhood lost connections and traffic that was vital to its success. The current infrastructures make for an unpleasant environment and has created areas that people consider unsafe. An expected positive of the project is a reduction in the number of large freight trucks moving through the commercial district from the Port area. Design, access, and landscaping are being included in this project to help mitigate some negatives impacts of the project.

Map 4: Project Locations and Concentrations of Minority and Poverty Populations



Chapter 6

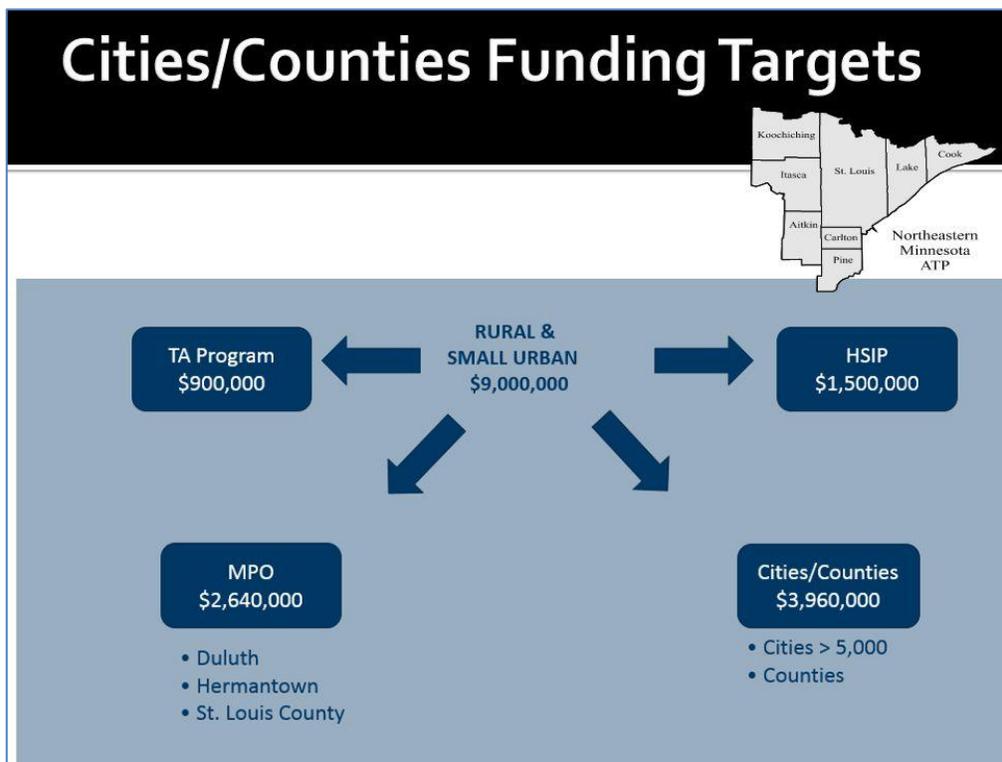
Financial Plan

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

Federal Funding Levels

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

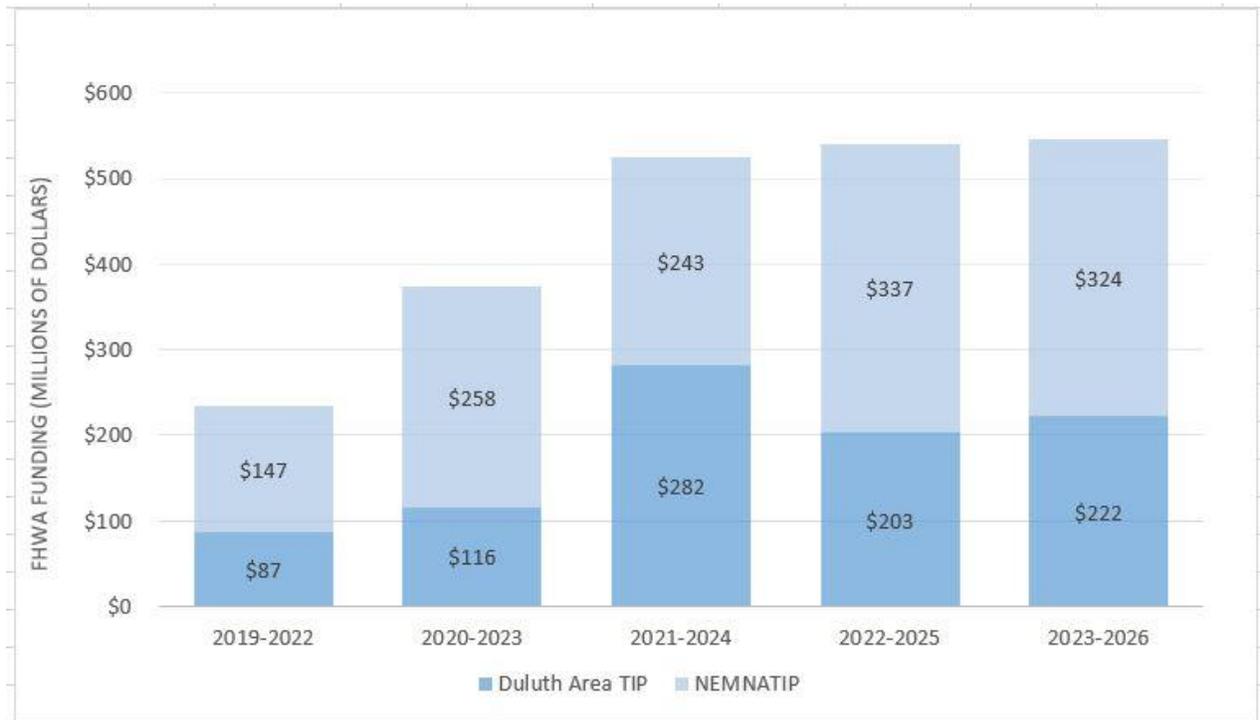
Figure 1: Annual Funding Targets – MIC & NEMNATP



Trends in Federal Transportation Funding

Figure 2 below compares the levels of federal funding being programmed in the Duluth Area TIP and the NEMNATIP with the TIP and ATIPs of the last 5 years for all FHWA funding.

Figure 2: Comparison of Past Federal Funding – MIC & NEMNATP



Financial Plan: Roadway Investments

Figure 3 represents the Duluth Area’s financial plan for funding the roadway projects being programmed in the Duluth Area TIP. It identifies individual funding sources as specified by each of the jurisdictions to be expected and available during the next four years.

Assessment of Fiscal Constraint

The MIC has assessed the ability of the area’s transportation authorities 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. Project costs have been adjusted to reflect an inflation rate to account for the effects of inflation at the year of expenditure. Revenue estimates were held flat over this same period, as budget increases cannot be reasonably assumed at this time.

Figure 4 provides expected annual average revenue levels for the Duluth Area jurisdictions based on the expenditures of recent years. The O&M column represent all roadway expenditures short of any major rehabilitation (including seal coating, street lighting, snow removal, etc.), while Capital Outlay represents expenditures related to the rehabilitation or construction of roads.

These averages are compared against the TIP project costs in Figure 6 to show that project costs in the TIP do not exceed the revenue levels expected for capital outlay, and that jurisdictions will also continue to have the financial capability to carry out general system maintenance beyond the funds directed to those TIP projects. MnDOT’s projects do however show a much higher expense in the next four years than historical revenues due to very large Twin Ports Interchange Reconstruction Project. In this case, MnDOT will be receiving additional funding for construction from statewide sources (Bridge program and state bonding and federal funding from FAST Act’s National Highway Performance Program (NHPP) and National Highway Freight for the Twin Ports Interchange (TPI) Reconstruction Project. Maintenance and operations costs for the Twin Ports Interchange costs are not expected to increase with the reconstructed TPI.

Figure 3: Funding for Streets and Highways in Recent Years (millions of dollars)

Jurisdiction	2023		2024		2025		2026		Annual Avg	
	O&M	Capital Outlay								
MnDOT Dist 1*	24.5	13.5	26.2	14.0	28.1	14.9	28.1	14.9	\$26.73	\$14.33
St. Louis County*	35.2	46.4	36.0	43.3	35.1	44.0	35.1	44.0	\$35.35	\$44.43
City of Duluth	11.9	6.9	12.6	8.8	13.2	16.3	13.2	16.3	\$12.73	\$12.08
City of Hermantown	0.7	0	0.7	0	0.8	0	0.8	0	\$0.75	\$0.00
TOTAL	\$72.30	\$66.80	\$75.50	\$66.10	\$77.20	\$75.20	\$77.20	\$75.20	\$75.55	\$70.83

Source: Minnesota Office of State Auditor Summary Budget Data

*Jurisdictional boundary is beyond the MIC (MPO) area

Figure 4: Total Project Costs: Duluth Area TIP

ATP Annual Funding Targets							
Total Project Costs: 2023-2026 Duluth Area TIP							
Jurisdiction	2023	2024	2025	2026	EXPENSES 2023-2026 TIP (4-year total)	REVENUES	
						Avg. Expend. (in millions) (4 years)	
						O&M	Capital Outlay
MnDOT Dist 1*	\$ 13,409,544	\$ 18,601,250	\$ 24,600,000	\$ 26,193,684	\$ 82,804,478	\$ 107	\$ 57
St. Louis County*	\$ 9,425,806	\$ 1,066,555	\$ 1,676,000	\$ 4,111,000	\$ 16,279,361	\$ 141	\$ 178
City of Duluth	\$ 2,881,308	\$ 1,850,000	\$ 3,250,000	\$ 2,283,846	\$ 10,265,154	\$ 51	\$ 48
City of Hermantown	\$ -	\$ 1,480,000	\$ -	\$ -	\$ 1,480,000	\$ 3	\$ -
TOTAL	\$ 25,716,658	\$ 22,997,805	\$ 29,526,000	\$ 32,588,530	\$ 110,828,993	\$ 302	\$ 283

Financial Plan: Transit Investments

Figure 5 represents the Duluth area's financial plan for funding the transit projects listed in the Duluth Area TIP. The table identifies specific sources of funding that the DTA has determined to be reasonably expected and available during the next four years.

Figure 5: Transit Funding Plan: Duluth Area TIP

Source	2023	2024	2025	2026	4 Yr Total
FTA	\$3,765,532	\$3,341,620	\$4,254,287	\$3,226,274	\$14,587,713
FHWA	\$4,132,800	\$371,200	\$653,600	\$0	\$5,157,600
Fed Total	\$7,898,332	\$3,712,820	\$4,907,887	\$3,226,274	\$19,745,313
Other (state & loc	\$21,975,916	\$21,973,457	\$23,379,667	\$24,118,334	\$91,447,374
Total	\$29,874,248	\$25,686,277	\$28,287,554	\$27,344,608	\$111,192,687

Assessment of Fiscal Constraint

The MIC has assessed the ability of the DTA to meet their financial commitments with regards to the transit investments being programmed in the TIP while also continuing to fund their ongoing O&M. The costs of these investments have been adjusted to reflect an inflation rate of 2.1% per year.

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

Figure 7 shows the DTA’s average annual funding levels based on historical expenditures. The DTA’s programmed investments for years 2022-2025 are expected to be higher than historic spending due to commitments from MnDOT. The increase is mainly in the operations and maintenance category.

Figure 6: Total Transit Costs by Project Type: Duluth Area TIP (millions of dollars)

Source	2023	2024	2025	2026	EXPENSES	REVENUES
					4 Yr Total	Avg. Expend. (4 years)
Operations & Maintenance	\$ 21,879,440	\$ 22,973,413	\$ 24,122,082	\$ 25,328,187	\$ 94,303,122	\$23,575,781
Capital Outlay	\$2,759,208	\$2,175,088	\$3,255,514	\$2,016,421	\$10,206,231	\$2,551,558
Bus Purchases	\$5,166,000	\$464,000	\$817,000	\$0	\$6,447,000	\$1,611,750
Non-DTA Projects	\$69,600	\$73,776	\$92,958	\$0	\$236,334	\$59,084
TOTAL	\$29,874,248	\$25,686,277	\$28,287,554	\$27,344,608	\$111,192,687	\$27,798,172

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

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Public Involvement

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

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

Duluth Area TIP Public Participation Summary

The MIC began the TIP process with the development of a public engagement strategy that identified the actions listed below, showing the actions that were taken and explains the reasons for any deviations from the original strategy.

Figure 7: Public Engagement Strategy and Implementation

TIP Public Engagement Strategy: Identified Strategy Actions and Dates	Implementation Status
<u>November 2022</u>	
1. Commencement of TIP cycle	1.a Completed as planned.
a) Conduct initial communications and update TIP engagement strategy.	
<u>December 2022 - March 2023</u>	
2. Project solicitation	1.b Completed as planned.
a) Announce start of project selection process at December TAC, MIC and DTA meetings; explain application materials/process (introduce project timeline).	2.a Completed as planned.
b) Publish jurisdictions' project applications up on the MIC website.	
c) Send notice to MIC mailing list contacts.	2.b Completed as planned.
d) Posted informational display in Downtown Skywalk that includes photos and map of project locations.	2.c, 2.d Completed . Due to COVID 19 Pandemic, all information posted only virtually, on the MIC website.

(Figure 7 Continued)

3. Project Selection Process

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

April 2022 - June 2022

4. Drafting/Releasing the TIP

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

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

4.a **Completed.**

4.b **Completed.** The Draft TIP was sent to TAC and MIC members for review in June.

4.c and 4.d Following TAC and MIC approval, the draft was posted on the MIC’s website. A legal notice of the official review period will be published in the Duluth News Tribune.

4.e and f A MIC will author an article and send it out to local news sites discussing the TIP and advertising a series of virtual public information sessions will be held in July.

4.g Draft document will be e-mailed to contacts at MnDOT, FHWA and FTA for their review and consultation.

4.h Staff reported on public comments received during development of the TIP.

4.j, Final TIP is planned to be presented for approval at the MIC Policy Board at the August 17, 2022 meeting.

Public Comments Received

In March 2022, a TIP public engagement session was conducted for the new projects that were being submitted to the TIP for federal funding in FY 2026.

The MIC received at the March public engagement sessions which can be read in the public comment log found on the following pages. Comments from previous TIP documents and outreach efforts were also included as they are still relevant to projects listed in this TIP.

Figure 8: Comments Received Through TIP Public Outreach Efforts

PROJECTS AND DETAILS TBD

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Chapter 8

Monitoring Progress

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

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

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

The status of the projects programmed in the previous years’ TIP, have been updated with this TIP. Projects programmed for FY 2022, however, are presently being constructed and are dropping out of this updated TIP. Table 6 on the following page provides a status report on those projects.

Table 6: FY 2022 Projects Status Report

State Project ID	Agency	Route System	Est. Length (Miles)	Type of Work	Project Description	Current Planned Year	Status Report
6908-70	MnDOT	US 2	0	Intersection Improvements	US 2 & CANOISIA RD (CSAH 98), INTERSECTION IMPROVEMENTS. CONSTRUCT LEFT TURN LANES. (ST LOUIS COUNTY IS LEAD AGENCY)	2022	
6932-14	MnDOT	MN194	7.4	Roundabout/Roadwork	MN194 - REPAVE HIGHWAY FROM HWY 2 TO HWY 53 AND CONSTRUCT ROUNDABOUT AT CSAH 13/MIDWAY RD. (TIED TO 6916-113)	2022	
6981-27	MnDOT	I-535	0.5	Bridge Rehabilitation	**SFP**: I-535, NB & SB BETWEEN DULUTH & SUPERIOR WISCONSIN OVER ST LOUIS RIVER, BLATNIK BR# 9030, BRIDGE REHAB	2022	
8821-336	MnDOT	MN210	0	Bridge Replacement	MNDOT DIV ST LOUIS COUNTY BRIDGE BUNDLE PARTNERSHIP TO REPLACE 21 BRIDGES, INCLUDES MNDOT BRIDGES ALONG MN 210 #6290, 6292, 6293 & 6294. ST LOUIS COUNTY IS LEAD (ASSOC 069-070-055)	2022	
8821-336P	MnDOT	MN210	0	Bridge Replacement	MNDOT DIV ST LOUIS COUNTY BRIDGE BUNDLE PARTNERSHIP TO REPLACE 21 BRIDGES, INCLUDES MNDOT BRIDGES ALONG MN 210 #6290, 6292, 6293 & 6294. ST LOUIS COUNTY IS LEAD (ASSOC 069-070-055)	2022	
6916-113	MnDOT	US 53/MN 194/Lindaahl	0.4	Intersection Improvements	US 53 CONSTRUCT REDUCED CONFLICT INTERSECTION JCT US 53/MN194/LINDAHL RD (TIED TO 6932-14)	2022	
6910-111	MnDOT	MN23	0	Demolition	IN DULUTH, HIGHWAY 23 BUILDING DEMOLITION IN THE MISSION CREEK AREA	2022	
6916-113N	MnDOT	US 53/MN 194/Lindaahl	0.4	Intersection Improvements	US 53 CONSTRUCT REDUCED CONFLICT INTERSECTION JCT US 53/MN194/LINDAHL RD (TIED TO 6932-14)	2022	
8821-332	MnDOT	NA	0	ITS	DISTRICTWIDE SIGNAL COMMUNICATION & FTZ CAMERAS	2022	
6992-343	MnDOT	I-35	1.1	Drainage Rehab	IN DULUTH, I-35 FROM 15TH AVE W TO LAKE AVE, REPAIR DRAINAGE STRUCTURES	2022	
8821-353	MnDOT	US 53	0	Traffic Control/Devices/Safety	Highway 53 from Duluth to International Falls, Sign replacement various locations	2022	
6915-138	MnDOT	US 53	0.5	Reconstruction	IN DULUTH, US 53 FROM W. MICHIGAN ST TO JCT OF W. 4TH ST. BITUMINOUS & CONCRETE SUFRACING, RETAINING WALLS, REPLACE BR# 69802, 69802A, 69802B, 69802C, 69802D, 69802E, 69802F, AND 69801G WITH NEW BRIDGES 69139, 69139A, 69139B, 69139C, 69139D & 69139E	2022	
6980-62	MnDOT	I-535	0.4	Reconstruction	IN DULUTH, I-535 FROM I-35 TO MINNESOTA STATE LINE. GARFIELD AVE. INTERCHANGE IMPROVEMENTS, CONCRETE SURFACING, RETAINING WALLS, REPLACE BRIDGES 69808, 69808A, 69809 & 69810 WITH NEW BRIDGES 69808, 69808A, 69809 & 69810. (AC PROJECT, PAYBACK 2023)	2022	
118-160-024	St. Louis County/Duluth	MSAS 160 Arrowhead Rd	1.31	Roadwork	IN DULUTH, ARROWHEAD RD FROM DODGE AVE TO WOODLAND AVE, RESURFACE, PEDESTRIAN IMPROVEMENTS (ASSOC 069-609-047, 069-637-025)	2022	
069-070-043	St. Louis County	NA	0	Pavement marking	ST LOUIS COUNTYWIDE SAFETY IMPROVEMENTS. 6' EDGELINES	2022	
069-637-025	St. Louis County	CSAH 37	0.01	Roundabout	IN DULUTH, CONSTRUCT ROUNDABOUT, JCT JEAN DULUTH RD (CSAH 37), SHIVELY RD (CSAH 37) & GLENWOOD ST (ASSOC. 118-162-016, 118-163-004) (TIED 069-609-047)	2022	
069-609-047	St. Louis County	CSAH 9	1.56	Roadwork	IN DULUTH, RESURFACE ARROWHEAD RD (MSAS 160) FROM DODGE AVE TO WOODLAND AVE, WOODLAND AVE (CSAH 9) FROM SHIVELY RD TO ARROWHEAD RD, & SHIVELY RD (CSAH 37) FROM WOODLAND AVE. TO GLENWOOD ST - SIGNALS, TURN LANES, PEDESTRIAN IMPROVEMENTS (ASSOC. 069-637-026, 118-157-023, 118-160-024) (TIED 069-637-025)	2022	
069-070-055	St. Louis County	MN210	0.4	Bridge replacement	MNDOT DIV ST. LOUIS COUNTY BRIDGE BUNDLE PARTNERSHIP TO REPLACE BRIDGES AND BOX CULVERTS, INCLUDES MNDOT BRIDGES ALONG MN 210 #6290, 6292, 6293 & 6294. (ASSOC 8821-336)	2022	
069-070-055A	St. Louis County	MN210	0.4	Bridge Replacement	MNDOT DIV ST. LOUIS COUNTY BRIDGE BUNDLE PARTNERSHIP TO REPLACE BRIDGES AND BOX CULVERTS, INCLUDES MNDOT BRIDGES ALONG MN 210 #6290, 6292, 6293 & 6294. (ASSOC 8821-336)	2022	
202-101-014	Hermantown	Ugstad Rd & Arrowhead Rd	2	Intersection Improvements	IN HERMANTOWN, UGSTAD RD & ARROWHEAD RD INTERSECTION IMPROVEMENTS, MAPLE GROVE RD TO MILLER TRUNK HWY ON UGSTAD RD & W OF UGSTAD RD TO E OF UGSTAD RD ON ARROWHEAD RD (AC PROJECT PAYBACK 2024) (ASSOCIATED SP 202-104-012)	2022	
TRF-0016-22A	DTA	Transit	0	TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	2022	
TRF-0016-22B	DTA	Transit	0	TRANSIT OPERATIONS	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	2022	
TRF-0016-22D	DTA	Transit	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5339: DULUTH TRANSIT AUTHORITY, DTA OPERATIONS CENTER ELECTRICAL SYSTEM UPGRADES	2022	
TRF-0016-22F	DTA	Transit	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5339: DULUTH TRANSIT AUTHORITY; UPGRADE TRANSIT MASTER/TRAPEZE SUITE	2022	
TRF-0016-22G	DTA	Transit	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5307: DULUTH TRANSIT AUTHORITY; ITS	2022	
TRF-0016-22H	DTA	Transit	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5339: DULUTH TRANSIT AUTHORITY; PROCURE AND INSTALL PASSENGER AMENITIES. VARIOUS LOCATIONS	2022	
TRF-0016-22I	DTA	Transit	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5307: DULUTH TRANSIT AUTHORITY; BUS STOP AMENITIES & DESIGN	2022	
TRF-0016-22J	DTA	Transit	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5307 FY2017, 2018, & 2020: DULUTH TRANSIT AUTHORITY OPERATION CENTER FACILITY REHABILITATION	2022	
TRF-0016-22K	DTA	Transit	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5339: DULUTH TRANSIT AUTHORITY; PASSENGER AMENITIES - TRANSFER FACILITY DULUTH/HERMANTOWN MN	2022	
TRF-0016-22L	DTA	Transit	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5339: DULUTH TRANSIT AUTHORITY; TRANSIT SIGNAL PROGRAMMING (TSP)	2022	
TRF-0016-22M	DTA	Transit	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5339: DULUTH TRANSIT AUTHORITY; FAT TIRE BIKE RACK	2022	
TRF-0016-22N	DTA	Transit	0	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5307: DULUTH TRANSIT AUTHORITY; DTA BUS RAPID TRANSIT FEASIBILITY AND CORRIDOR STUDY	2022	
TRF-0016-22T	DTA	Transit	0	TRANSIT VEHICLE PURCHASE	DULUTH TRANSIT AUTHORITY; PURCHASE FOUR (4) CLASS 700 DIESEL REPLACEMENT BUSES	2022	
TRF-0016-22U	DTA	Transit	0	TRANSIT VEHICLE PURCHASE	DULUTH TRANSIT AUTHORITY; PURCHASE TWO (2) CLASS 700 ELECTRIC REPLACEMENT BUSES	2022	
TRF-0016-22O	DTA	Transit	0	TRANSIT VEHICLE PURCHASE	DULUTH TRANSIT AUTHORITY; PURCHASE TWO (2) CLASS 700 ELECTRIC REPLACEMENT BUSES (FY2014 FUNDS)	2022	
TRF-9069-22	ARDC	Transit	0	Mobility Management	SECT 5310: ARROWHEAD REGIONAL DEVELOPMENT COMMISSION MOBILITY MANAGEMENT 7/1/2022 - 6/30/2023	2022	

Common Acronyms

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

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