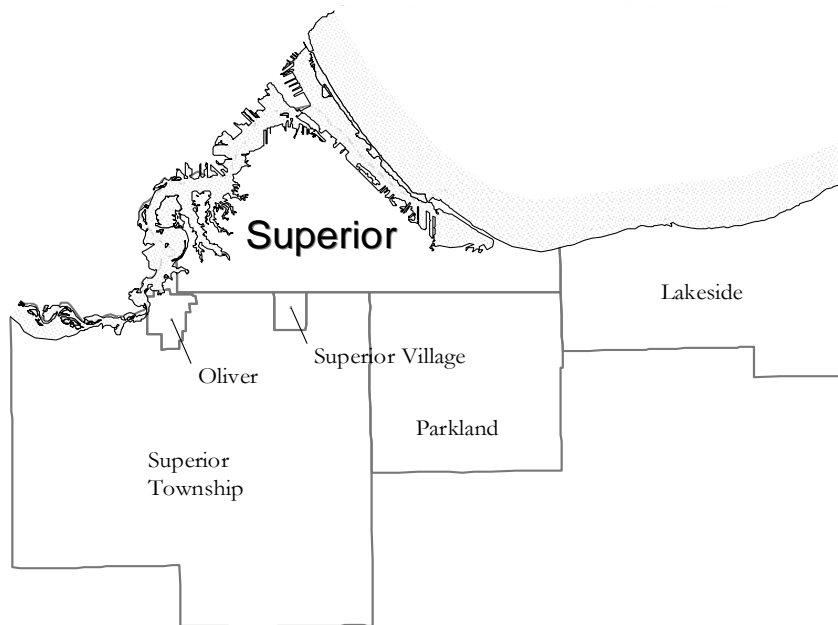


2023-2026 Transportation Improvement Program

For the Superior Urbanized Area



Approved October 19, 2022

With Amendments Approved on 1/18/2023 (113-23-008, 113-23-009, 113-23-010, 113-23-011, 113-23-012)

With Amendments Approved on 3/15/2023 (113-23-013, 113-23-014)

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Prepared by the
Metropolitan Interstate Council

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

2023-2026 Transportation Improvement Program for the Superior Urbanized Area

Prepared by the

NWRPC



U.S. Department of Transportation
Federal Transit Administration



U.S. Department of Transportation
Federal Highway Administration

*Duluth and Superior urban area communities
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and the
Northwest Regional Planning Commission*

**To view this plan online
or for more information
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DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

Member and Staff Listing – July 2022

MIC Policy Board	Transportation Advisory Committee
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Nick Baker – Douglas County Board (<i>WI Co-chair</i>)	Jim Foldesi – St. Louis County
Warren Bender – Superior Common Council	Vacant – Bike/Pedestrian Rep
Wayne Boucher – City of Hermantown (<i>MN Co-Chair</i>)	Jason Jackman – Douglas County Engineering
Chad Ward– City of Proctor	Todd Janigo – City of Superior Engineering
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Chapter 1: Introduction

Overview

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

The Metropolitan Interstate Council (MIC), the body responsible for making transportation policy decisions and for directing the transportation planning and development function within the Duluth/Superior urbanized area, has prepared and adopted a TIP each year since 1976. The TIP effort is conducted in order to specify a coordinated, multi-modal transportation program that includes a full range of transportation improvements being considered during the 2023-2026 process.

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

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

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

Metropolitan Planning Organizations

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

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

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

The current federal transportation bill *Infrastructure Investment and Jobs Act (IIJA)* identifies ten planning factors (23 CFR 450.306(b)) that must be considered in the transportation planning process. The processes used to select projects to be programmed through the Superior Urbanized Area TIP is based on these factors:

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

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

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

Duluth-Superior Metropolitan Interstate Council

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

The MIC consists of 18 delegates representing the metropolitan area of Duluth/Superior. Delegates are local elected officials and concerned citizens selected by their local unit of government. In the transportation planning process, the MIC's role includes:

- Maintaining a certified "3-C" transportation planning process: continuing, cooperative, and comprehensive;
- Coordinating the planning and implementation activities of local, regional, and state transportation agencies;
- Planning for an intermodal transportation system that is economically efficient, environmentally sound, provides the foundation to compete in the global economy, and will move people and goods in an energy efficient manner;
- Undertaking an effective public participation process which fosters meaningful public input to the plan's decisions;
- Providing leadership both in setting transportation policy and in metropolitan system planning; and
- Lending technical support in planning and operations to local governments.

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

Long Range Transportation Plan

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

Chapter 2: Self Certification

Certification

Transportation Planning Process

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

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

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the Fixing America's Surface Transportation Act (FAST Act) (P.L. 114-94), and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

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

Chapter 3: Transportation Planning Process

Overview

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

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

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

Performance Measures & Asset Management

Introduction

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

The Duluth-Superior Metropolitan Interstate Council will utilize its planning and programming of projects to contribute to the accomplishments of localized and statewide safety performance targets. The approach at this time is to adopt and contribute toward the statewide targets for safety, pavement, bridge, reliability, and freight that WisDOT adopts. This approach seems the most appropriate at this time as setting targets for the Duluth-Superior MPO would be difficult and burdensome. With limited staff and resources, MPO level performance planning and measurements would be difficult. It is unknown at this time how much time staff will be working on Performance-Based Planning and Programming. As our understanding of Performance-Based Planning becomes clearer, the Duluth-Superior MIC may decide at a later time to set its own targets. The Duluth Transit Authority (DTA) has adopted its own transit asset management plan and targets, instead of state targets. The MIC has adopted the transit targets

set by DTA. MIC performance based planning information can be found at <http://dsmic.org/study/performance-measures/>.

23 USC 150: National performance measure goals are:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices
<http://www.fhwa.dot.gov/tpm/about/goals.cfm>

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

- **Transit**
 - Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
 - Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.
 - Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
 - Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.
- **Safety**
 - Number of fatalities
 - Fatalities per 100 million vehicle miles traveled
 - Number of serious injuries
 - Serious injuries per 100 million vehicle miles traveled
 - Number of non-motorized fatalities and non-motorized serious injuries
- **Infrastructure**
 - Percentage of pavements of the Interstate System in Good condition
 - Percentage of pavements of the Interstate System in Poor condition
 - Percentage of pavements of the non-Interstate NHS in Good condition
 - Percentage of pavements of the non-Interstate NHS in Poor condition
 - Percentage of NHS bridges classified as in Good condition
 - Percentage of NHS bridges classified as in Poor condition

- **System Performance on NHS**
 - Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate that are reliable
 - Non-Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the non-Interstate NHS that are reliable
- **Freight Movement**
 - Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index

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

PM 1 – Safety

For the Wisconsin portion of the MIC area, the MIC Board passed Resolution #22-12 on October 19, 2022, adopting the WisDOT recommended Highway Safety Improvement Program (HSIP) Performance Measure Targets for 2023 as follows:

Measure	2023 Targets	Prior Year 2022 Targets
Number of Traffic Fatalities	587.2	584.7
Number of Serious Injuries	3,044.3	2,995.5
Rate of Traffic Fatalities	0.937 per 100 million VMT (<i>Vehicle Miles Traveled</i>)	0.919 per 100 million VMT (<i>Vehicle Miles Traveled</i>)
Rate of Serious Injuries	4.857 per 100 million VMT (<i>Vehicle Miles Traveled</i>)	4.712 per 100 million VMT (<i>Vehicle Miles Traveled</i>)
Number of Non-Motorized Fatalities & Serious Injuries	364.5	358.5

PM 2 – NHS Pavement and Bridge Condition

For the Wisconsin portion of the MIC area, the MIC Board passed Resolution #23-14 on May 17, 2023 adopting the WisDOT recommended PM 2 NHS Pavement and Bridge Condition Performance Targets. As a result, the following 2- and 4-year targets are made part of the 2023-2026 TIP. Future updates will be incorporated as WisDOT targets are developed or updated.

Measure	2-Year Target (2023)	4-Year Target (2025)
Percent of NHS* Bridges Classified as in Good Condition	>49%	>48%
Percent of NHS Bridges Classified as in Poor Condition	<3%	<3%
Percent of Interstate Pavement in Good Condition	>60%	>60%
Percent of Interstate Pavement in Poor Condition	<4%	<4%
Percent of Non-Interstate NHS Pavement in Good Condition	>30%	>30%
Percent of Non-Interstate NHS Pavement in Poor Condition	<10%	<10%

**NHS = National Highway System*

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

For the Wisconsin portion of the MIC area, the MIC Board passed Resolution #23-14 on May 17, 2023 adopting the Wisconsin recommended PM 3 System Reliability Performance Targets. As a result, the following 2- and 4-year targets are made part of the 2023-2026 TIP. Future updates will be incorporated as WisDOT targets are developed or updated.

Measure	2-Year Target (2023)	4-Year Target (2025)
Percent of Reliable Person Miles on the Interstate	92.5%	93.0%
Percent of Reliable Person Miles Reliable on the Non-Interstate NHS	91.0%	89.5%
Truck Travel Time Reliability Index	1.3	1.3

**NHS = National Highway System*

Transit Asset Management Targets

The MIC Board originally passed Resolution #18-18 on September 19, 2018 adopting the DTA’s Transit Asset Management (TAM) targets for CY 2019. Since that time, the DTA and the MIC annually review TAM and target data. Based on 2022 coordination and consultation with the DTA, its available data, and the DTA approved TAM Plan & Performance Targets (1/27/2021) the following 4-year TAM targets for 2023 are made part of the 2023-2026 TIP.

Asset	4-Year Target
Rolling Stock	<10% of Fixed Route vehicles and <20% of Paratransit vehicles have reached their useful life.
Equipment	<35% of equipment (i.e. service vehicles) met or exceeded useful life benchmarks.
Passenger/Parking Facility	<10% of Passenger/Parking facilities have a condition rating below 3 based on FTA’s TERM scale.
Administrative/Maintenance Facility	<0% of Administrative & Maintenance Facilities have a condition rating below 3.

Public Transportation Agency Safety Plan (PTASP)

The Public Transportation Agency Safety Plan (PTASP) regulation requires covered public transportation providers and state DOTs to establish safety performance targets to address the safety performance measures identified in the National Public Transportation Safety Plan. Here are the Duluth Transit Authority’s targets. Based on 2022 coordination and planning efforts between the Duluth Transit Authority and MPO representatives, the PTASP targets are incorporated into the 2023-2026 Superior TIP.

Safety Performance Target							
Targets below are based on the previous 5 years of Duluth Transit Authority’s safety performance data.							
Mode of Transit Service	Fatalities (Total)	Fatalities (per 100,000 VRM)	Injuries (Total)	Injuries (per 100,000 VRM)	Safety Events (Total)	Safety Events (per 100,000 VRM)	System Reliability (VRM/ Failures)
Fixed Route Bus	0	0	3.5	0.18	5	0.26	9,200
ADA/Paratransit	0	0	0	0.19	1	0.38	188,000

Anticipated Effect - Public Transportation Agency Safety Plan (PTASP) Targets

The Superior Area TIP transit projects are anticipated to contribute positively to the PTASP targets. In order to meet targets, the DTA will be purchasing new buses to replace existing buses and projects are programmed to improving maintenance facilities to keep buses in safe working order. In regards to reliability targets, the DTA is continuing to upgrade technology, including signal programming to reduce delay on the street network and improving fare paying options and the associated technology to reduce time it takes to collect fares when passengers board the buses.

Updated targets across all levels will be reviewed and incorporated into the TIP based on release of updated and proposed DTA and WisDOT performance measures and asset management. Any future action necessary by the MIC Policy Board will be amended into the TIP to reflect adopted measures.

MPO's Performance-Based Planning and Programming Processes

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

Linkage of Investments to Established Performance Measures

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

Future Performance Measure Activities and Coordination

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

Chapter 4: 2023-2026 Transportation Improvement Program for the Superior Urbanized Area

The 2023-2026 Transportation Improvement Program (TIP) lists priority transportation projects programmed for implementation in the Superior urbanized area. All transportation projects programmed to use Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funds must first be included in an approved TIP prepared by the Duluth-Superior Metropolitan Interstate Council (MIC). Amendment processes will adhere to guidance language prepared by FHWA and WisDOT and included in the MIC Public Involvement Plan as represented in the appendix. Additionally, the Duluth-Superior Metropolitan Interstate Council, WisDOT and the Duluth Transit Authority hereby agree to the following procedures in advancing projects from the approved TIP for federal funding commitment.

Expedited Project Selection Procedures

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

Projects in the 2023-2026 TIP are listed on the following pages of Chapter Four. Projects were solicited from representative units of government in the urbanized area, the Duluth Transit Authority, and Wisconsin Department of Transportation and are found to be consistent with the findings of the Duluth/Superior Long Range Transportation Plan. WisDOT relies on the public involvement process conducted by the MPO in the development of their TIP to satisfy the Federal Transit Administration program and planning requirements as established for the Section 5307/5309 programs. The *Annual List of Obligated Projects* can be found at www.dsmic.org.

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

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

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

2023-2026 TRANSPORTATION IMPROVEMENT PROJECTS (ROADWAY)

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2023	2024	2025	2026	Illustrative	Federal	State	Local	Total
City of Superior 113-21-001 Hammond Avenue N 21st Street to N 28th Street 0.50 miles Reconstruction 8998-00-36 STP Urban	PE									
	ROW									
	CONST		1,435				1,147		288	1,435
	TOTAL		1,435				1,147		288	1,435
WisDOT 113-21-002 USH 53/East 2 nd Street 2 nd Ave E to Hughitt Ave/Blatnik Bridge Resurfacing 1.552 miles NHPP 1198-03-73	PE									
	ROW									
	CONST		3,034				2,383	596	55	3,034
	TOTAL		3,034				2,383	596	55	3,034
Douglas County 113-21-003 CTH C MN State Line to Barnes Road Reconstruction 3.58 miles STBG-R 8758-00-72	PE									
	ROW									
	CONST	4,653					3,722		931	4,653
	TOTAL	4,653					3,722		931	4,653
WisDOT 113-21-011 USH 53/East 2 nd Street E Street Intersection Safety Improvements 6.52 miles HSIP 1198-03-80	PE									
	ROW									
	CONST		930				832	98		930
	TOTAL		930				832	98		930
WisDOT 113-21-019 C. Superior, East Second Street 2 nd Ave E – Hughitt Ave 1.556 Real Estate 1198-03-23	PE									
	ROW	211						211		211
	CONST									
	TOTAL	211						211		211

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2023	2024	2025	2026	Illustrative	Federal	State	Local	Total
Douglas County 113-22-001										
CTH UU	PE									
CTH U to STH 13	ROW									
Pulverize and Pave	CONST		1,200						1,200	1,200
3.25 miles										
	TOTAL		1,200						1,200	1,200
WisDOT 113-22-002										
USH 2	PE									
Superior to Wentworth	ROW									
STH 13 - Bridge Rehab B-16-0024	CONST			1,347			1,078	269		1,347
Deck Overlay, Joint Replacement										
1195-03-70 NHPP/Fed/State	TOTAL			1,347			1,078	269		1,347
WisDOT 113-23-001										
STH 105	PE									
Oliver - Superior	ROW									
MN/WI State Line to STH 35	CONST		3,784				3,001	750	33	3,784
Pavement Resurfacing 4.682 miles STPG-U										
8760-00-71	TOTAL		3,784				3,001	750	33	3,784
City of Superior 113-23-002										
Hammond Avenue	PE									
Belknap to N 21 st Street	ROW									
Reconstruction	CONST	2,730					450		2,280	2,730
LRIP MSID										
	TOTAL									
City of Superior 11-23-003										
E 5 th Street	PE		207						207	207
24 th Ave E to 31 st Ave E	ROW									
Preliminary Engineering (reconstruction)	CONST									
local funding										
	TOTAL									
City of Superior 11-23-004										
E 5 th Street	PE									
24 th Ave E to 31 st Ave E	ROW									
Reconstruction	CONST			2,300			1,341		959	2,300
LRIP MSIGT MSSIS										
	TOTAL									

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2023	2024	2025	2026	Illustrative	Federal	State	Local	Total
WisDOT 113-23-010										
Marina Drive	PE	399.04					271.24		67.8	399.04
Marina Drive N to Barkers Island	ROW									
0.0 miles	CONST									
STBG-U										
8998-00-61	TOTAL	399.04					271.24		67.8	399.04
WisDOT 113-23-011										
Marina Drive	PE									
Marina Drive N to Barkers Island	ROW									
0.14 miles	CONST				2,210.19		1,236.38		973.81	2,210.19
STBG-U										
8998-00-62	TOTAL				2,210.19		1,236.38		973.81	2,210.19
WisDOT 113-23-012										
STH 105	PE									
MN/WI State Line to STH 35	ROW	18.5						18.5		
0.0 miles, Real Estate Acquisition	CONST									
8760-00-21	TOTAL	18.5						18.5		
WisDOT 113-23-013										
STH 35	PE	240					192	48		240
CTH B South to 69 th Street - Resurface	ROW									
8.54 miles	CONST									
STBG-R										
8010-00-07	TOTAL	240					192	48		240
WisDOT 113-23-014										
IH535	PE	250						250		250
St. Louis River Bridge	ROW									
B16-005-0001 to 0005, PE Appraisal Plats	CONST									
0.0 miles State Funded										
119-00-09	TOTAL	250						250		250
WisDOT 113-23-015										
STH 105	PE	128.5					102.8	25.7		128.5
Culvert Replacement on unnamed tributary to	ROW									
Pokegama River- PE	CONST									
0.0 miles										
8760-00-02	TOTAL	128.5					102.8	25.7		128.5

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2023	2024	2025	2026	Illustrative	Federal	State	Local	Total
WisDOT 113-23-016 STH 105 Culvert Replacement on unnamed tributary to Pokegama River- Construction 0.0 miles 8760-00-72	PE									
	ROW									
	CONST				2,955.5		2,364.4	591.1		2,955.5
	TOTAL				2,955.5		2,364.4	591.1		2,955.5
WisDOT 113-23-017 USH 2 & STH 35 Replace Streetlight fixtures to LED - PE Carbon Reduction Program 0.0 miles 8998-00-45	PE	10							10	10
	ROW									
	CONST									
	TOTAL	10							10	10
WisDOT 113-23-018 USH 2 & STH 35 Replace Streetlight fixtures to LED - Const Carbon Reduction Program 0.0 miles 8998-00-45	PE									
	ROW									
	CONST	105.2					74.1		31.1	105.2
	TOTAL	105.2					74.1		31.1	105.2
WisDOT 113-23-019 STH 13 Engdahl Rd to USH 53 Pavement Marking 5.89 miles 1000-18-61	PE									
	ROW									
	CONST	58					46.4	11.6		58
	TOTAL	58					46.4	11.6		58
WisDOT 113-23-020 St. Louis River Bridge B16-0005-0001 to 0005 PE Final Design, Reimbursement to MN 0.0 miles 1199-00-10	PE	300						159	141	300
	ROW									
	CONST									
	TOTAL	300						159	141	300
WisDOT 113-23-021 St. Louis River Bridge B16-0005-0001 to 0005 PE Final Design 0.0 miles 1199-00-11	PE	425						225.25	199.75	425
	ROW									
	CONST									
	TOTAL	425						225.25	199.75	425

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2023	2024	2025	2026	Illustrative	Federal	State	Local	Total
WisDOT 113-23-022 St. Louis River Bridge B16-0005-0001 to 0005 Real Estate Acquisition 0.0 miles 1199-00-20	PE									
	ROW	2,300						2,300		2,300
	CONST									
	TOTAL	2,300						2,300		2,300

2023-2026 TRANSPORTATION IMPROVEMENT PROJECTS (RAIL)

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2023	2024	2025	2026	Illustrative	Federal	State	Local	Total
WisDOT 113-17-010 Rail-Highway Crossing Safety Level of Effort Rail Crossing Road Closure 852857P Ogden Avenue Crossing of BNSF rail line Safety	PE									
	ROW									
	CONST	7.5					7.5			7.5
	TOTAL	7.5					7.5			7.5
OCR 113-20-004 Rail-Highway Crossing Safety Level of Effort Projects Safety	PE									
	ROW									
	CONST	100					100			100
	TOTAL	100					100			100
WisDOT 113-20-005 Rail-Highway Crossing Safety Level of Effort Projects Safety	PE									
	ROW									
	CONST	100					100			100
	TOTAL	100					100			100
OCR 113-21-008 Rail-Highway Crossing Safety Level of Effort Projects Safety	PE									
	ROW									
	CONST		100				100			100
	TOTAL		100				100			100
WisDOT 113-21-009 Rail-Highway Crossing Safety Level of Effort Projects Safety	PE									
	ROW									
	CONST		100				100			100
	TOTAL		100				100			100

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2023	2024	2025	2026	Illustrative	Federal	State	Local	Total
OCR 113-22-004 CTH W (Chicago Avenue)-Village of Oliver WCL RR X-ing 251873N Rail Crossing Improvement Safety WCL Local Match 1009-89-27	PE									
	ROW									
	CONST			353			115	62	176	353
	TOTAL			353			115	62	176	353
WisDOT 113-22-005 Rail-Highway Crossing Safety Level of Effort Projects Safety	PE									
	ROW									
	CONST			100			100			100
	TOTAL			100			100			100
WisDOT 113-22-006 CTH C, Douglas County Dewey-STH 35 BNSF RR Xing 086402V RR OPS/Safety Rail Warning Devices 8758-00-52 BNSF Providing Match	PE									
	ROW									
	CONST		252.5				126.25		126.25	252.5
	TOTAL		252.5				126.25		126.25	252.5
WisDOT 113-22-013 STH 35 Crossing Surface Replacement BNSF RR 061457L 0.00 Miles 8760-00-51 BNSF Local Match/STBG-Urban	PE									
	ROW									
	CONST			252.5			202	12.6	37.9	252.5
	TOTAL			252.5			202	12.6	37.9	252.5
WisDOT 113-23-005 Crossing Signal Installation UP RR XING 186159J 0.00 Miles 1198-03-53 NHPP	PE									
	ROW									
	CONST		353.5				282.8	70.7		353.5
	TOTAL		353.5				282.8	70.7		353.5

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2023	2024	2025	2026	Illustrative	Federal	State	Local	Total
OCR 113-23-006										
	PE									
Rail-Highway Crossing Safety Level of Effort Projects	ROW									
Safety	CONST				100		100			100
	TOTAL				100		100			100
WisDOT 113-23-007										
	PE									
Rail-Highway Crossing Safety Level of Effort Projects	ROW									
Safety	CONST				100		100			100
	TOTAL				100		100			100
WisDOT 113-23-023										
Short-Cut Road	PE									
Town of Superior	ROW									
BNSF RR Xing 086404J	CONST	30			100		30			30
Crossing Closure Incentive Payment										
8395-00-50	TOTAL	30			100		30			30
WisDOT 113-23-024										
CTH C	PE									
MN State Line to STH 35	ROW									
BNSF RR Xing 067768H	CONST		353.5				282.8		70.7	353.5
Reconstruct - Signal Replacement										
8758-00-50	TOTAL		353.5				282.8		70.7	353.5
WisDOT 113-23-025										
CTH C	PE									
MN State Line to STH 35	ROW									
BNSF RR Xing 067768H	CONST		101						101	101
Reconstruct – Crossing Surface, BNSF local										
8758-00-51	TOTAL		101						101	101

2023–2026 TRANSPORTATION ALTERNATIVES PROJECTS

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2023	2024	2025	2026	Illustrative	Federal	State	Local	Total
City of Superior 113-21-013 Various Locations: Replacement of existing bus shelters, concrete pad and adjacent sidewalk repairs STBG-TA 8998-00-38	PE									
	ROW									
	CONST	464.4					371.5		92.9	464.4
	TOTAL	464.4					371.5		92.9	464.4

2023–2026 TRANSIT PROJECTS (5307)

Primary Jurisdiction Project Sponsor/ TIP Project ID	Project Description	2023 (Jan-Dec)					2024 (Jan-Dec)					2025 (Jan-Dec)					2026 (Jan-Dec)				
		Fed	State	Local	Fare Box Rev.	Total	Fed	State	Local	Fare Box Rev.	Total	Fed	State	Local	Fare Box Rev.	Total	Fed	State	Local	Fare Box Rev.	Total
		Project																			
DTA Sec. 5307 Operating Assistance	Regular Route	627,171	357,947	536,042	114,900	1,636,060															
DTA Sec. 5307 Operating Assistance	STRIDE		19,324	34,912	4,782	59,018															
DTA Sec. 5307 Operating Assistance	Regular Route						645,986	368,685	552,123	118,347	1,685,142										
DTA Sec. 5307 Operating Assistance	STRIDE							19,904	35,959	4,925	60,788										
DTA Sec. 5307 Operating Assistance	Regular Route											665,366	379,746	568,687	121,897	1,735,696					
DTA Sec. 5307 Operating Assistance	STRIDE												20,501	37,038	5,076	65,612					
DTA Sec. 5307 Operating Assistance	Regular Route																685,327	391,138	585,748	125,554	1,787,767
DTA Sec. 5307 Operating Assistance	STRIDE																	21,116	38,149	5,225	64,490

2023–2026 Transit Projects

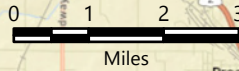
Primary Jurisdiction Project Sponsor/ TIP Project ID	Project Description	2023 (Jan-Dec)				2024 (Jan-Dec)				2025 (Jan-Dec)				2026 (Jan-Dec)				ILLUSTRATIVE (Jan-Dec)			
		Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
		Project																			
Indian Trails – Intercity Bus Service	Service connecting Superior and Duluth to stops along USH 2 at various locations with connection to routes/stops located throughout Michigan.																				

2023-2026 Transit Projects (5310)

Primary Jurisdiction Project Sponsor/ TIP Project ID	Project Description	2023 (Jan-Dec)				2024 (Jan-Dec)				2025 (Jan-Dec)				2026 (Jan-Dec)				ILLUSTRATIVE (Jan-Dec)			
		Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
		Project																			
North Country Independent Living 113-23-008	Funding a Voucher Program for individuals with disabilities and others experiencing transportation barriers in 8 NW counties	161,180		161,180	322,360																

Primary Jurisdiction Project Sponsor/ TIP Project ID	Project Description	2023 (Jan-Dec)				2024 (Jan-Dec)				2025 (Jan-Dec)				2026 (Jan-Dec)				ILLUSTRATIVE (Jan-Dec)			
		Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
		Project																			
North Country Independent Living 113-23-009	Funding a mobility manager within NCIL	28,304		7,076	35,380																

Transportation Improvement Program Wisconsin MIC Area Projects 2023-2026

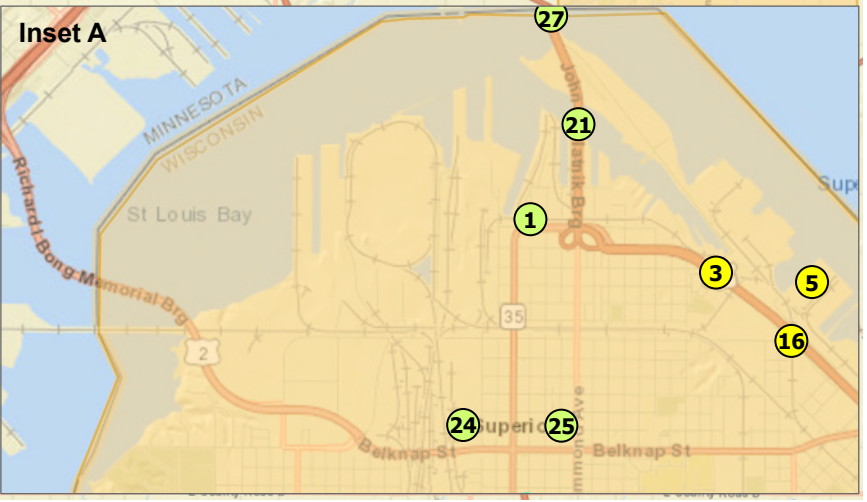
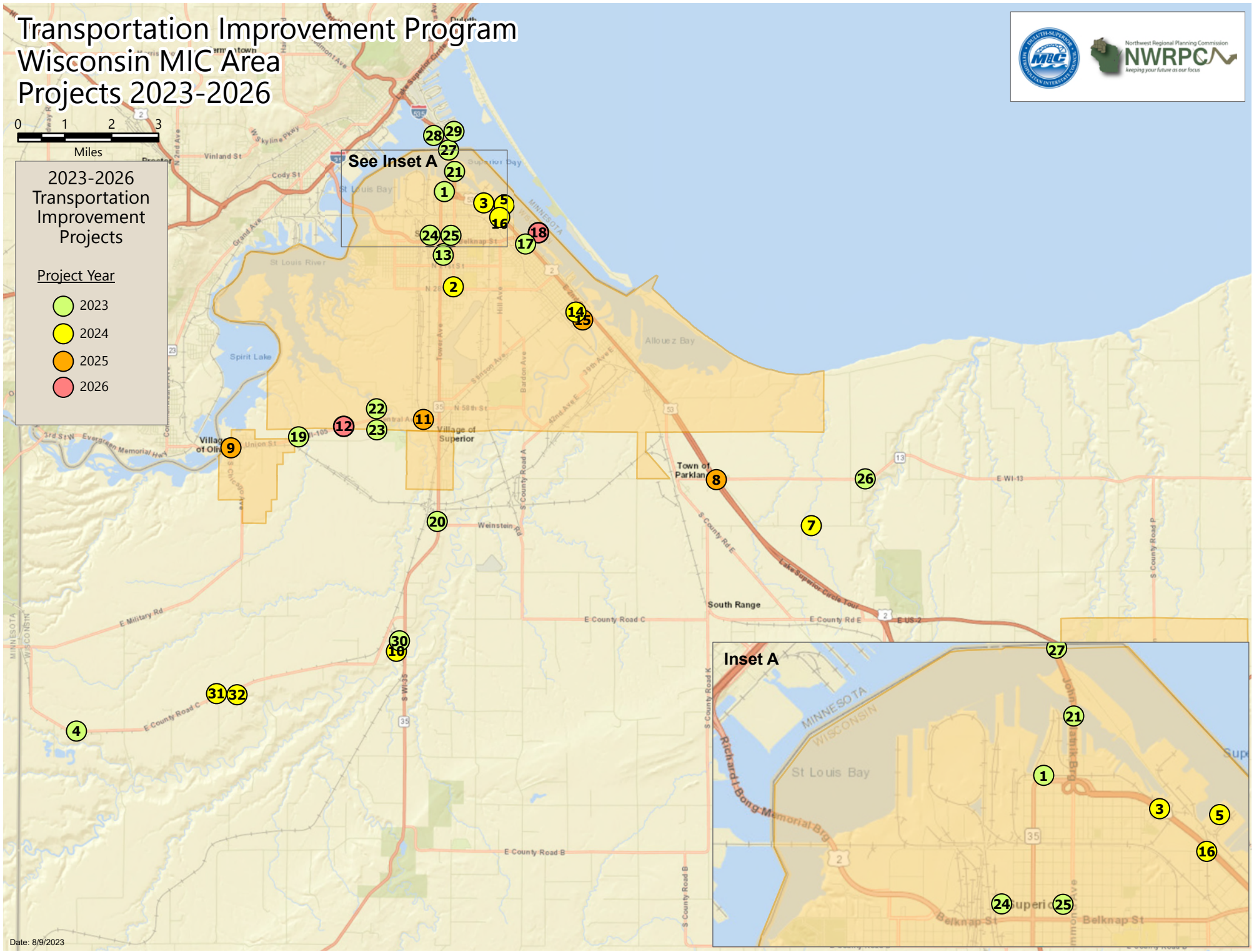


**2023-2026
Transportation
Improvement
Projects**

Project Year

- 2023
- 2024
- 2025
- 2026

See Inset A



2023-2026 Mapped TIP Projects

<u>Map Label</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Project Year</u>	<u>Type of Cost</u>	<u>Primary Jurisdiction Sponsor</u>	<u>Project Type</u>
1	113-17-010	Rail Crossing BNSF 852857P/Ogden Ave. - Road Closure	2023	Const	WisDOT	Rail
2	113-21-001	Hammond Ave.: N 21st St. to N. 28th St. - Reconstruction	2024	Const	City of Superior	Road
3	113-21-002	USH 53: 2nd Ave E to Hughitt Ave/Blatnik Bridge - Resurfacing	2024	Const	WisDOT	Road
4	113-21-003	CTH C: MN State Line to Barnes Rd. - Reconstruction	2023	Const	Douglas County	Road
5	113-21-011	USH 53/E 2nd St: E St. Intersection - Safety Improvements HSIP	2024	Const	WisDOT	Road
6	113-21-019	East 2nd St: 2nd Ave. East to Hughitt Ave. - Real Estate	2023	ROW	WisDOT	Road
7	113-22-001	CTH UU: CTH U to STH 13 - Pulverize and pave	2024	Const	Douglas County	Road
8	113-22-002	USH 2: Sth 13 to Wentworth - Bridge rehab B-16-0024, deck overlay, joint replacement	2025	Const	WisDOT	Road
9	113-22-004	CTH W (Chicago Ave.): WCL crossing 251873N - Rail crossing improvement	2025	Const	WisDOT	Rail
10	113-22-006	CTH C: STH 35/BNSF RR Crossing 086402V - RR ops/Safety rail warning devices	2024	Const	WisDOT	Rail
11	113-22-013	STH 105: Crossing BNSF 061457L - Crossing surface replacement	2025	Const	WisDOT	Rail
12	113-23-001	STH 105: MN/WI State line to STH 35 - Pavement resurfacing	2026	Const	WisDOT	Road
13	113-23-002	Hammond Ave.: Belknap St. to North 21st St - Reconstruction	2023	Const	City of Superior	Road
14	113-23-003	East 5th St.: 24th Ave East to 31st Ave. East - Preliminary engineering (reconstruction)	2024	PE	City of Superior	Road
15	113-23-004	East 5th St.: 24th Ave East to 31st Ave. East - Reconstruction	2025	Const	City of Superior	Road
16	113-23-005	N 9th St: Crossing UP 186159J - Crossing signal installation	2024	Const	WisDOT	Rail
17	113-23-010	Marina Drive: Marina Drive N to Barkers Island - Reconstruction/Bridge Replacement	2023	PE	WisDOT	Road
18	113-23-011	Marina Drive: Marina Drive N to Barkers Island - Reconstruction/Bridge Replacement	2026	Const	WisDOT	Road
19	113-23-012	STH 105: MN/WI State Line to STH 35 - Real Estate Acquisition	2023	ROW	WisDOT	Road
20	113-23-013	STH 35: CTH B South to 69th St. - Resurface (cold in place) 8.54 mi.	2023	PE	WisDOT	Road
21	113-23-014	IH535: St. Louis River Bridge (Blatnik) - PE appraisal plats	2023	PE	WisDOT	Road
22	113-23-015	STH 105: Culvert replacement on unnamed tributary to Pokegama River	2023	PE	WisDOT	Road
23	113-23-016	STH 105: Culvert replacement on unnamed tributary to Pokegama River	2023	Const	WisDOT	Road
24	113-23-017	USH 2/STH 35: Replace streetlights with LED/ Carbon Reduction Program	2023	PE	City of Superior	Road
25	113-23-018	USH 2/STH 35: Replace streetlights with LED/ Carbon Reduction Program	2023	Const	City of Superior	Road
26	113-23-019	STH 13: Engdahl Rd. to USH 53 - Pavement Marking	2023	PE	WisDOT	Road
27	113-23-020	St. Louis River Bridge (B16-0005-0001 to 0005) Final Design PE (Reimburse MN) 1199-00-10	2023	PE	WisDOT	Road
28	113-23-021	St. Louis River Bridge (B16-0005-0001 to 0005) Final Design PE (Reimburse MN) 1199-00-11	2023	PE	WisDOT	Road
29	113-23-022	St. Louis River Bridge (B16-0005-0001 to 0005) Final Design PE (ROW Acquisition)	2023	Row	WisDOT	Road
30	113-23-023	Short Cut Rd.: BNSF Crossing 086404J Crossing closure incentive 8395-00-50	2023	Const	WisDOT	Road
31	113-23-024	CTH C: MN State Line to STH 35 BNSF Crossing 067768H-Reconstruction-Signal Replacement	2024	Const	WisDOT	Road
32	113-23-025	CTH C: MN State Line to STH 35 BNSF Crossing 067768H-Reconstruction-Crossing Surface	2024	Const	WisDOT	Road

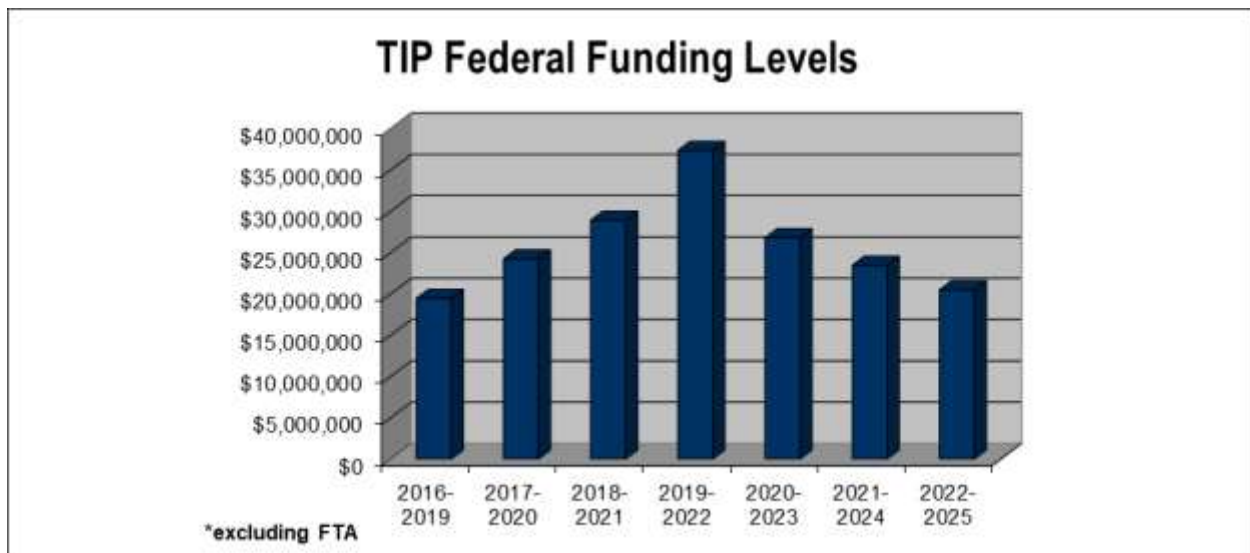
2023-2026 Non-Mapped TIP Projects

<u>TIP Project ID</u>	<u>Project Description</u>	<u>Project Year</u>	<u>Type of Cost</u>	<u>Primary Jurisdiction Sponsor</u>	<u>Project Type</u>
113-20-004	Rail-Highway Crossing safety level of effort projects	2023	Const	OCR	Rail
113-20-005	Rail-Highway Crossing safety level of effort projects	2023	Const	WisDOT	Rail
113-21-008	Rail-Highway Crossing safety level of effort projects	2024	Const	OCR	Rail
113-21-009	Rail-Highway Crossing safety level of effort projects	2024	Const	WisDOT	Rail
113-22-005	Rail-Highway Crossing safety level of effort projects	2025	Const	WisDOT	Rail
113-23-006	Rail-Highway Crossing safety level of effort projects	2026	Const	OCR	Rail
113-23-007	Rail-Highway Crossing safety level of effort projects	2026	Const	WisDOT	Rail
113-21-013	Various Locations:Replacement of existing bus shelters, concrete pad and adjacent sidewalk repairs	2023	Const	City of Superior	Transit
113-23-008	Funding of a voucher program for individuals with disabilities and others experiencing transportation barriers in 8 NW Counties	2023		North Country Independent Living	
113-23-009	Funding a mobility manger within NCIL	2023		North Country Independent Living	

Chapter 5: Financial Capability & Constraint

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

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



Assessment of Fiscal Constraints

The MIC has assessed the ability of the area's highway jurisdictions to meet their financial commitments with regards to the projects being programmed in the TIP while also continuing to fund their ongoing operations and maintenance (O&M). To demonstrate fiscal constraint, project costs were compared with budget data from previous years.

Table 5.1 provides annual average revenue levels for the Superior Area jurisdictions based on the expenditures for years 2018-2021. The O&M column represent all roadway expenditures short of any major rehabilitation (including seal coating, street lighting, snow removal, etc.), while capital outlay represents expenditures related to the rehabilitation or construction of roads.

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

Jurisdictions	2018		2019		2020		2021		Annual Average	
	O&M	Capital Outlay	O&M	Capital Outlay	O&M	Capital Outlay	O&M	Capital Outlay	O&M	Capital Outlay
WisDOT NW Region	34.5	163.23	36.9	111.41	33.5	115.85	36.7	184.5	35.4	143.75
City of Superior	4	3.38	4.5	3.8	4.0	2.5	4.5	1.4	4.25	2.77
Douglas County	8	3.3	5.3	3.9	4.6	3.0	5.5	2.8	5.85	3.25
TOTAL	\$46.5	\$169.91	\$46.7	\$119.11	\$42.1	\$121.35	\$46.7	\$188.7	\$45.5	\$149.77

These averages are compared against the 2023-2026 TIP project costs in Table 5.2 to show that project costs in the 2023-2026 TIP do not exceed the revenue levels expected for capital outlay, and that jurisdictions will also continue to have the financial capability to carry out general system maintenance beyond the funds directed to those TIP projects.

Table 5.2: Total Project Costs: 2023-2026 Superior Area TIP (millions of dollars)

Jurisdiction	2023	2024	2025	2026	Expenses 2023- 2026 (4yr total)	Revenue	
						Avg. Expend. (4 years)	
						O&M	Capital Outlay
WisDOT NW Region	3.568	8.554	2.052	4.574	18.748	35.4	143.75
City of Superior	3.194	1.642	2.300	0	7.136	4.25	2.77
Douglas County	4.653	1.200	0	0	5.853	5.85	3.25
TOTAL	\$11.415	\$11.396	\$4.352	\$4.574	\$31.737	\$45.5	\$149.77

The Superior area is allocated STP urban funds (Table 5.3). These federal funds are allocated on a two-year cycle and require a 20 percent local match. Even though the STP allocation guarantees funding, proposed projects must go through the MIC for inclusion of expenditure in the TIP and a formal funding request must be made to WisDOT. Based on past funding allocations and projected increases resulting from IJA (BIL) allocations from WisDOT, urban funding levels are expected to increase from 2023-2026 by nearly \$1,507,616 (FFY 2023 – FFY 2026). For consistency, two line items appear in Table 5.3, depicting previously allocated STP Urban funds and the new BIL STP Urban allocation to the Superior Urbanized area.

Table 5.3 - Superior STP Urban Funding Estimates

	7/1/21 – 6/30/23		7/1/23 – 6/30/25		7/1/25 – 6/30/27	
Fiscal Year	2022	2023	2024	2025	2026	2027
Requested	\$227,817	\$605,072	\$605,072	\$605,072	\$605,072	\$228,168
Previously Allocated	\$227,817	\$228,168	\$228,168	\$228,168	\$228,168	\$228,168
BIL Allocated		\$376,904	\$376,904	\$376,904	\$376,904	

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

Table 5.4 represents funding availability for implementation of projects during all years. As a result, a 2% increase per year (as determined by WisDOT 2024-2026) is represented below to reflect requested/projected funding availability in calendar years. Costs were not inflated in Chapter 4 or in Table 5.2 to allow for comparability between the Wisconsin’s STIP and FIPS project codes.

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

	2023	2024	2025	2026
Requested*	\$5,420.9	\$8,123	\$2,944.3	\$4,020.3
Projected*	\$5,420.9	\$8,131.8	\$2,950.6	\$4,033.4

* Funds represented in Thousands

Table 5.5 represents the Superior area’s financial plan for funding available in the Superior-Duluth area for transit projects listed in the 2023-2026 Superior Area TIP. The table identifies specific sources of funding that the DTA has determined to be reasonably expected and available during the next four years.

Table 5.5: Transit Funding Plan: 2023-2026 Superior Area TIP

Source	2023	2024	2025	2026	4 yr Total
FTA	\$627,171	\$645,986	\$665,366	\$685,327	\$2,623,850
FHWA	\$0	\$0	\$0	\$	\$0
Federal Total	\$627,171	\$645,986	\$665,366	\$685,327	\$2,623,850
Other (state/local)	\$1,067,906	\$1,099,944	\$1,132,942	\$1,166,930	\$4,467,722
TOTALS	\$1,695,077	\$1,745,930	\$1,798,308	\$1,852,257	\$7,091,572

The MIC has assessed the ability of the DTA to meet their financial commitments with regards to the transit investments being programmed in the TIP while also continuing to fund their

ongoing O&M. Table 5.6 shows the DTA’s average annual funding levels based on historical expenditures using National Transit Database figures with most recent figures covering 2017-2020 (source: DTA). Table 5.7 shows the DTA’s total cost by project source and year (source: DTA).

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

Expenditure	2017	2018	2019	2020	Annual Avg.
Operations	\$16.6	\$17.7	\$18.4	\$17.7	\$17.6
Capital Outlay	\$0.8	\$13.4	\$2.3	\$12.1	\$7.2
TOTAL	\$17.4	\$31.1	\$20.7	\$29.8	\$24.8

Table 5.7: Total Transit Costs by Project Type: 2023-2026 Superior Area TIP (millions of dollars)

Source	2023	2024	2025	2026	Expenses	Revenue
					2023-2026 TIP (4 yr totals)	Avg (annually)
O&M	\$1.695	\$1.745	\$1.798	\$1.852	\$7.092	\$17.6
Capital Outlay	\$0	\$0	\$0	\$0	\$0	\$7.2
TOTAL	\$1.695	\$1.745	\$1.798	1.852	\$7.092	\$24.8

Table 5.8 on the following page, represents the approved federally funded projects slated for development within the Superior Urbanized area. All expenditures have an inflationary increase of 1.89% for years 2024-2026 and projected revenue and inflationary increase of 2.0% for years 2024-2026. Overall, based on past, current and projected years the TIP is determined to be fiscally constrained based on available information.

Table 5.8
Programmed and Available Federal Funding for the 2023-2026 TIP
(\$1,000)

Funding Sources		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2023	2024	2025	2026	Total	2023	2024	2025	2026	Total
Federal Highway Administration	STP Urban		1,168.7			1,168.7		1,170			1,170
	LRIP-MSIGT			1,392.2		1,392.2			1,395.2		1,395.2
	LRIP-MSID	450				450	450				450
	STBG-R	3,914				3,914	3,914				3,914
	STP- FLX										
	STBG-U	373.8	3,057.7	209.7	3,808.8	7,450	373.8	3,061	210.2	3,821.1	7,466.1
	SAFETY	237.5	1,468.2	223.2	211.5	2,140.4	237.5	1,469.9	223.7	212.3	2,143.4
	BR										
	NHS										
	CRP	74.1				74.1	74.1				74.1
	NHHP		2,428.4	1,119.2		3,547.6		2,430.9	1,121.5		3,552.4
	TAP	371.5				371.5	371.5				371.5
Total		5,420.9	8,123	2,944.3	4,020.3	20,508.5	5,420.9	8,131.8	2,950.6	4,033.4	20,536.7
Federal Transit Administration	Sec. 5307 Operating	627.2	646	665.4	685.3	2,623.9	627.2	646	665.4	685.3	2,623.9
	Sec. 5307 Capital										
	5310	189.5				189.5	189.5				189.5
	Total		816.7	646	665.4	685.3	2,813.4	816.7	646	665.4	685.3

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Chapter 6: Project Status Updates 2022-2025

The following is a status update on projects listed in the 2022-2025 TIP. Information for this section is up-to-date as of August 2022. Some projects have realized budget changes. These changes have not been reflected in the Estimated Costs columns, but are noted in the Project Status column. For more detailed project status information, contact the sponsoring agency. The *Annual List of Obligated Projects* can be found at www.dsmic.org.

PROJECT STATUS UPDATES 2022-2025

2022 Roadway Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-16-006	IH 535 Superior – Duluth St. Louis River Bridge B16-0005-001 to 0005 1199-00-74	PE ROW CONST		5,900		5,900	Project authorized and anticipated for completion in 2022
		TOTAL		5,900		5,900	
Douglas County 119-19-016	CTH C MN State Line to CTH W/Barnes Road Preliminary Design 8758-00-02	PE ROW CONST			137	137	Project authorized and anticipated for completion in 2022
		TOTAL			137	137	
Douglas County 119-19-017	CTH C Irondale Road to STH 35 Preliminary Design 8758-00-03	PE ROW CONST			137	137	Project scheduled for completion in 2022
		TOTAL			137	137	
WisDOT 113-20-001	USH 2 Superior to Wentworth 53 rd Ave E to CTH C Pavement Joint Repair 1180-00-31	PE ROW CONST		225		225	Project authorized and anticipated for completion in 2022
		TOTAL		225		225	
WisDOT 113-20-006	STH 35 / Tower Avenue Belknap St to 64 th St Preliminary Design NHPP 4.05 mi (C Superior Match) 8010-00-03	PE ROW CONST	300		100	400	Project authorized and anticipated for completion in 2022
		TOTAL	300		100	400	
City of Superior 113-20-009	Hammond Avenue N21 st St to N28th St Preliminary Design 0.49 miles 8998-00-35	PE ROW CONST			10	10	Project scheduled for completion in 2022
		TOTAL			10	10	

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-20-010	IH 535 Superior-Duluth Blatnik Bridge – Painting MNDOT Lead 1199-00-04	PE ROW CONST TOTAL		40 40		40 40	Project authorized and anticipated for completion in 2022
WisDOT 113-21-019	East Second Street 2 nd Ave E – Hughitt Ave 1.556 Real Estate 1198-03-23	PE ROW CONST TOTAL		211 211		211 211	Project carried over to 2023
WisDOT 113-22-010	STH 35 Kansy R to Maniou Valley Rd, Replace 4 culverts 4.67 miles 8010-00-66	PE ROW CONST TOTAL		77.7 77.7		77.7 77.7	Project authorized and anticipated for completion in 2022
City of Superior 113-22-011	Woodlawn Road 42 nd St to Bardon Ave 0.0 Miles Preliminary Engineering 8998-00-43	PE ROW CONST TOTAL		15 15		15 15	Project authorized and anticipated for completion in 2022
WisDOT 113-22-014	STH 13 Miller Creek Bridge-Deck Preliminary Engineering Thin Polymer Overlay 0.0 Miles STBG Rural 8590-02-03	PE ROW CONST TOTAL		20.5 20.5		20.5 20.5	Project authorized and anticipated for completion in 2022
WisDOT 113-22-015	STH 105 .20 miles west of East Riverside Drive 0.07 miles 100% State \$\$ Resurfacing 8760-00-62	RE ROW CONST TOTAL		74.9 74.9		74.9 74.9	Project authorized and anticipated for completion in 2022

2023 Roadway Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
City of Superior 113-21-001	Hammond Avenue N21 st St to N28th St Reconstruction 0.50 miles 8998-00-36	PE ROW CONST	1,147		288	1,435	Project deferred until 2024
		TOTAL	1,147		288	1,435	
Douglas County 113-21-003	CTH C MN State Line to Barnes Rd – Reconstruction STBG-R 8758-00-72	PE ROW CONST	3,722		931	4,653	Project on schedule for completion in 2023
		TOTAL	3,722		931	4,653	
WisDOT 113-22-003	STH 13 Port Wing to Superior CTH H to Engdahl Road 15.79 miles Pavement Resurfacing STP FLX Fed State 8510-01-70	PE ROW CONST	7,465.9	1,866.5		9,332.4	Project authorized and anticipated for completion in 2022/2023
		TOTAL	7,465.9	1,866.5		9,332.4	
WisDOT 113-22-012	Woodlawn Road 42 nd St to Bardon Ave 0.64 miles Resurfacing 8998-00-44	PE ROW CONST	416			416	Project authorized and anticipated for completion in 2022/2023
		TOTAL	416			416	

2024 Roadway Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
City of Superior 113-21-002	USH 53/East 2nd Street 2 nd Ave E to Hughitt Ave/Blatnik Bridge Resurface NPP 1198-03-73	PE ROW CONST	2,429	607	55	3,091	Project on schedule for 2024 with total project cost now \$3,034, fed \$2,383, state \$596, local \$55
		TOTAL	2,429	607	55	3,091	
WisDOT 113-21-011	USH 53/East 2 nd Street E Street Intersection Safety Improvements HSIP 1198-03-80	PE ROW CONST	787	87		874	Project on schedule for 2024 and project total cost now \$930 with \$832 federal and \$98 state
		TOTAL	787	87		874	
Douglas County 113-22-001	CTH UU CTH U to STH 13 Pulverize and Pave 3.25 miles	PE ROW CONST			1,200	1,200	Project on schedule for completion in 2024
		TOTAL			1,200	1,200	

2025 Roadway Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-22-002	USH 2 Superior to Wentworth STH 13-Bridge Rehab B- 16-0024 Deck Overlay, Joint Replacement 1195-03-70 NHPP/Fed/St	PE ROW CONST	1,050	262.5		1,312.5	Project on schedule for 2025 with total project cost now \$1,347 with 1,078 federal and \$269 state
		TOTAL	1,050	262.5		1,312.5	

2022 Rail Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-17-010	OCR Rail – Road Closure 852857P Ogden Ave - BNSF Safety	PE					Project carried over to 2023
		ROW	7.5			7.5	
		CONST					
		TOTAL	7.5			7.5	
OCR 113-19-005	OCR Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE					On schedule for completion in 2022 if a project is identified
		ROW	100			100	
		CONST					
		TOTAL	100			100	
WisDOT 113-19-006	WisDOT Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE					On schedule for completion in 2022 if a project is identified
		ROW	100			100	
		CONST					
		TOTAL	100			100	

2023 Rail Projects

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

2024 Rail Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
OCR 113-21-008	OCR Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE					On schedule for completion in 2024 if a project is identified
		ROW	100			100	
		CONST					
		TOTAL	100			100	

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-21-009	WisDOT Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE ROW CONST	100			100	On schedule for completion in 2024 if a project is identified
		TOTAL	100			100	
WisDOT 113-22-006	CTH C, Douglas County Dewey-STH 35 BNSF RR Xing 086402V RR OPS/Safety Rail Warning Devices, BNSF Match 8758-00-52	PE ROW CONST	126.5		126.5	252.5	On schedule for completion in 2024
		TOTAL	126.5		126.5	252.5	

2025 Rail Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
OCR 113-22-004	OCR Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE ROW CONST	100			100	On schedule for completion in 2025 if a project is identified
		TOTAL	100			100	
WisDOT 113-22-005	WisDOT Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE ROW CONST	100			100	On schedule for completion in 2025 if a project is identified
		TOTAL	100			100	
WisDOT 113-22-013	STH 35 Crossing Surface Replace BNSF RR 061457L 0.0 miles BNSF local match/STGB-U 8760-00-51	PE ROW CONST	202	12.6	37.9	252.5	On schedule for completion in 2025
		TOTAL	202	12.6	37.9	252.5	

2020-2023 Transportation Alternatives Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
City of Superior 113-21-012	Various locations: Replacement of existing bus shelters, concrete pad and adjacent sidewalks repairs	PE ROW CONST			10	10	Project authorized and anticipated for completion in 2022
		TOTAL			10	10	
City of Superior 113-21-013	Various locations: Replacement of existing bus shelters, concrete pad and adjacent sidewalks repairs	PE ROW CONST	371.5		92.9	464.4	On schedule for completion in 2023
		TOTAL	371.5		92.9	464.4	

2021-2024 TRANSIT PROJECTS
DTA Projects
Projected Funding Years Increased 2022-2024

Year	Project/Description	Federal Cost	State Cost	Local Cost	Fare Box Revenue	Total Cost
2021	DTA Sec. 5307 Operating Assistance	\$490,000	\$350,000	\$521,833	\$119,100	\$1,480,933
2021	DTA Sec. 5307 Operating Assistance – STRIDE	\$0	\$20,000	\$80,000	\$6,600	\$106,600
2022	DTA Sec. 5307 Operating Assistance - Regular Route	\$494,900	\$353,500	\$527,051	\$120,291	\$1,495,742
	Updated funding amounts estimated	\$504,700	\$360,500	\$537,488	\$122,673	\$1,525,361
2022	DTA Sec. 5307 Operating Assistance – STRIDE	\$0	\$20,200	\$80,800	\$6,666	\$107,666
	Updated funding amounts estimated	\$0	\$20,600	\$82,400	\$6,798	\$109,798
2023	DTA Sec. 5307 Operating Assistance – Regular Route	\$499,849	\$357,035	\$532,332	\$121,494	\$1,510,700
	Updated funding amounts estimated	\$519,841	\$371,315	\$553,613	\$126,353	\$1,571,122
2023	DTA Sec. 5307 Operating Assistance – STRIDE	\$0	\$20,402	\$81,608	\$6,733	\$108,743
	Updated funding amounts estimated	\$0	\$21,218	\$84,872	\$7,002	\$113,092
2024	DTA Sec. 5307 Operating Assistance – Regular Route	\$504,847	\$360,605	\$537,645	\$122,709	\$1,525,807
	Updated funding amounts estimated	\$535,436	\$382,454	\$570,221	\$130,144	\$1,618,255
2024	DTA Sec. 5307 Operating Assistance – STRIDE	\$0	\$20,606	\$82,424	\$6,800	\$109,830
	Updated funding amounts estimated	\$0	\$21,855	\$87,418	\$7,212	\$116,485

2022 Transit Projects (5310)

Jurisdiction and Project Number	Project Description	Estimated Costs & Funding Sources				Calendar Year Fund	Project Status
		Federal	State	Local	Total		
North Country Independent Living 113-22-007	Funding of a Voucher Program for individuals with disabilities experiencing transportation barriers in 8 NW counties	127,813		127,813	255,626	2022	Program cycle CY 2022 – project on schedule for completion in 2022.
North Country Independent Living 113-22-008	Funding a mobility manager within NCIL	27,654		6,914	34,568	2022	Program cycle CY 2022 – project on schedule for completion in 2022.
Senior Connections 113-22-009	Funding for one Minivan Replacement Vehicle Purchase Side-Load Accessible	35,200		8,800	44,000	2022	Program cycle CY 2022 – project on schedule for completion in 2022.

2022 Transit Projects (5311)

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

Chapter 7: Community Impact Assessment

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

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

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

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

#1 113-17-010 Rail Crossing Road Closure – Ogden Avenue, Superior (CY 2023)

#3 113-21-002 USH 53 – 2nd Ave to Hughitt Ave- Resurfacing (CY 2024)

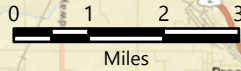
Minority Area TIP Project Listing (see map for general location)

None

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Transportation Improvement Program Wisconsin MIC Area Projects 2023-2026 Minority and Low Income Populations



**2023-2026
Transportation
Improvement
Projects**

Project Year

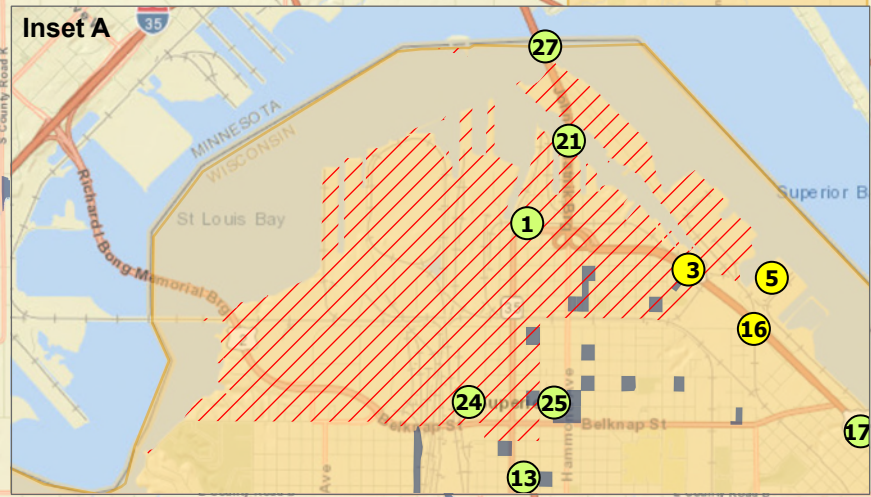
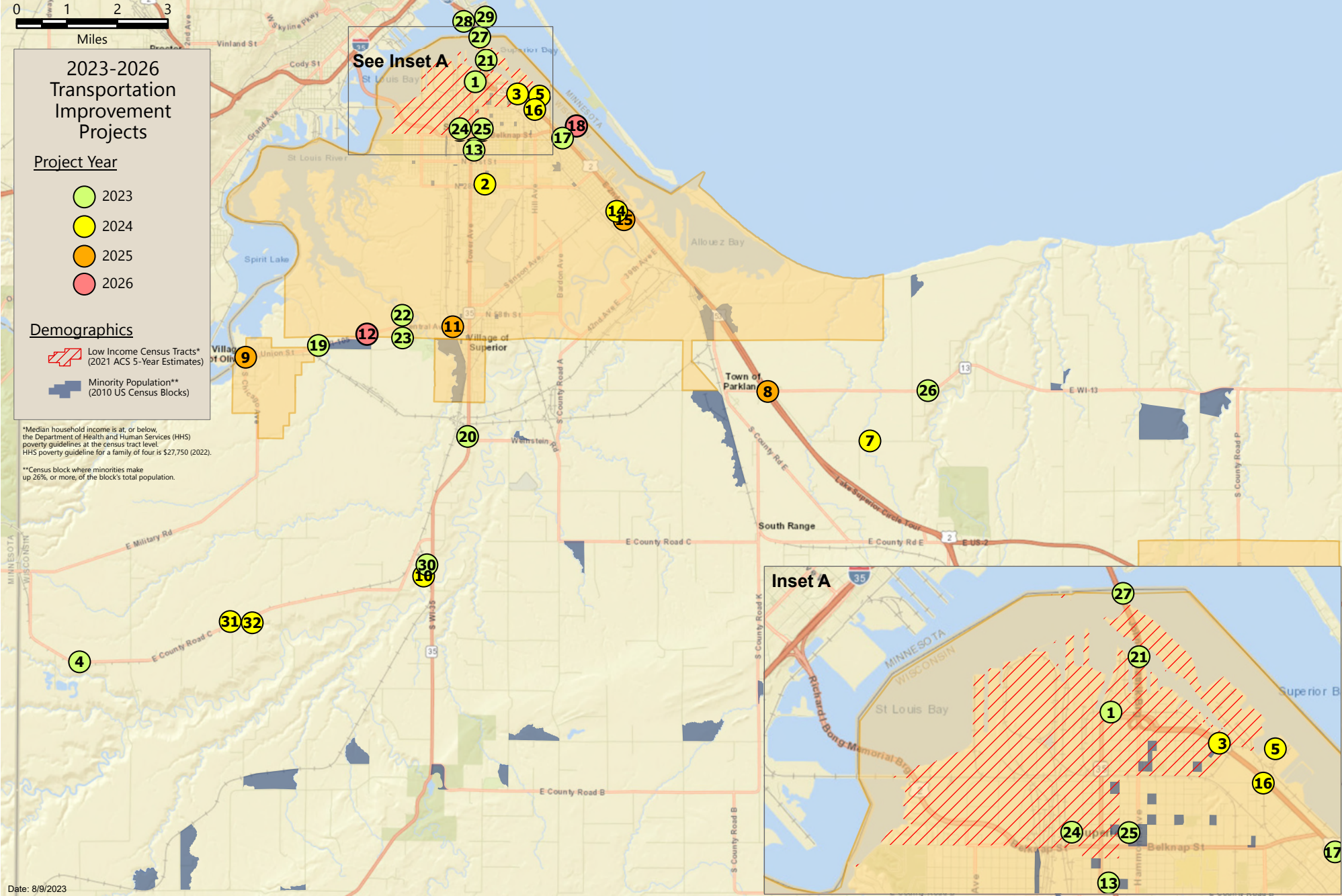
- 2023
- 2024
- 2025
- 2026

Demographics

- ▨ Low Income Census Tracts*
(2021 ACS 5-Year Estimates)
- Minority Population**
(2010 US Census Blocks)

*Median household income is at, or below, the Department of Health and Human Services (HHS) poverty guidelines at the census tract level. HHS poverty guideline for a family of four is \$27,750 (2022).

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



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Chapter 8: Public Involvement

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

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

2023-2026 MIC TIP Public Participation

- Correspondence to agencies seeking calendar year 2026 project requests and other 2023-2025 project activities not listed with the 2022-2025 TIP were sent to representative agencies in June 2022 soliciting candidate multi-modal transportation projects.
- The draft TIP was reviewed by the MIC on August 17, 2022 officially releasing the draft document for public comment beginning August 19, 2022.
- The 2023-2026 Superior Urbanized TIP was posted to the MIC and NWRPC websites prior to publication of the legal notice officially opening the 30-day public comment period on August 19, 2022.
- Legal notice on the 30-day public comment period was published on August 19, 2022 in *The Superior Telegram*. A copy of the public notice and affidavit is included in the appendix.
- Letters were distributed to various state and federal agencies, Tribal Nations, and other local organizations as part of the MIC's consultation and outreach efforts in seeking input regarding the draft TIP. Copies of the letters are included in the appendix.
- A virtual public information meeting was held on September 14, 2022. MIC staff will present the 2023-2026 TIP and was available to answer questions during the information session.
- Public comments and staff communication to questions related to the draft TIP is summarized and included in the appendix.
- The Transportation Advisory Committee (TAC) approved the 2023-2026 TIP on October 18, 2022. A summary of public comments is included in the appendix.
- The MIC approved the 2023-2026 TIP on October 19, 2022. A summary of public comments is included in the appendix.

Appendix I

TIP Amendment Process

Superior Area Transportation Improvement Program

A. Annual TIP Development and Approval

Staff Actions

1. Administer TIP project solicitation process with eligible jurisdictions.
2. Develop the Draft TIP document and present it to the TAC and MIC and TAC for their approval to release the plan for the required 30-day public comment period.
3. Publish legal notice and release Draft TIP for 30-day public comment period.
4. Make the Draft TIP available to the public in accessible electronic (PDF) and print formats:
 - a. Posted on the current TIP page of the dsmic.org website
 - b. Printed copies provided upon request by contacting the MIC office at 221 W First St, Duluth, MN 55802 / (218) 529-7511 / micinfo@ardc.org.
5. Publicize and hold a public meeting during the 30-day comment period.
6. Conduct consultation with state and federal agencies prior to the end of the 30-day comment period, to review projects and take comments on the Draft TIP document.
7. Prepare the final TIP document:
 - a. Include detail about the public involvement process used, including:
 - A summary of the public participation process;
 - Any oral or written public comments with a description of how they were considered;
 - Documentation of other public involvement and consultation related items. This includes any copies of legal notices, technical advisory committee and policy body review, press releases, lists of attendees, and summaries of meeting comments.
 - b. When and where the Annual Listing of Obligated Projects will be available.
8. Present final TIP to MIC and TAC for approval.
 - a. Include approval of the final TIP as a voting item on TAC and MIC agendas.
 - b. Provide public notice of the proposed action by listing “Opportunity for Public Comment” on the published meeting notice and on the agenda, at least one week prior to the scheduled meeting.
 - c. Include a description in the accompanying meeting materials of the action to adopt the final TIP, as well as a link to the TIP document on the dsmic.org website.
 - d. Present a summary of comments received on the draft TIP and include them in the published meeting summary;
 - e. Include the result of the MIC Board vote on the final TIP in the published meeting summary.
9. A new opportunity for public comment on the revised TIP must be provided if it is significantly different from the draft or if it raises new material issues that interested parties could not reasonably have foreseen from the draft.
 - Approval of the Final TIP will be delayed until an additional opportunity for public comment is provided.
 - The length of such an additional comment period, if determined to be necessary, will be determined in consultation with FHWA, FTA and MnDOT.
 - The same techniques to promote the revised draft will be utilized as outlined above for the Draft TIP.
 - In addition to the 30-day extension of public comment, MIC staff is required to disseminate information regarding what specifically has changed and why, and to include this information in the final TIP.

9. Make the final TIP available to the public in accessible electronic (PDF) and print formats:
 - a. Posted on the current TIP page of the dsmic.org website
 - b. Printed copies provided upon request by contacting the MIC office at 221 W First St, Duluth, MN 55802 / (218) 529-7511 / micinfo@ardc.org.
10. Conduct a review of public involvement activities:
 - a. Quantify and analyze their effectiveness (see p. 19, *Assessment* section). Document this information and incorporate into the next TIP cycle.

B. Administrative Modifications and Amendments

Any changes proposed to a project listed in the current, approved Superior Metro TIP will be determined to be one of the following:

- I. **Administrative Modification**
- II. **Minor Amendment**
- III. **Major Amendment**

This determination will be made in consultation with WisDOT, in accordance with the 2018 TIP preparation guide [Guidelines for Developing MPO Transportation Improvement Programs](#).

Generally, this determination will assess (a) the extent of changes to the scope of work in combination with the change in cost (i.e., if it will exceed 10 percent or \$1,000,000 of the total federal funding amount originally programmed for the project) and (b) the extent of related public involvement actions.

For all project changes, the amended TIP must remain fiscally constrained within the revenues that can reasonably be expected to be available.

The following public involvement procedures will be followed for each type of project change proposed to listed projects in the current, approved TIP:

I. Administrative Modification

Staff Actions

After it has been determined that an Administrative Modification to the TIP is necessary, the answers to the following two questions will guide the next steps to be taken:

1. **Is formal action necessary by the MIC Policy Board?** **No**
2. **Will public involvement occur?** **Yes**—through MIC and TAC meeting notifications and by posting on the MIC website:
 - a. The Administrative Modification will be posted in the ‘Project Updates’ section of the current [TIP web page](#) on the MIC website;
 - b. The Administrative Modification will be included in the ‘Project Updates’ section of the published TAC and MIC agendas;
 - c. The Administrative Modification will be included in the published meeting summaries.

Agency Follow-up:

Correspondence about the project change will be transmitted to WisDOT/FHWA/FTA, as appropriate, after the Administrative Modification determination has been made.

II. Minor Amendment

Staff Actions

After it has been determined that a Minor Amendment to the TIP is necessary, the answers to the following two questions will guide the next steps to be taken:

1. **Is formal action necessary by the MIC Policy Board?** **Yes**—The proposed Amendment must be presented for review by the TAC and approval by the MIC Board:
 - a. A Board resolution will be prepared for signature.

2. Will public involvement occur?

Yes - through MIC and TAC meeting notifications and by posting on the MIC website:

- a. 7 days' advance notice of the proposed Amendment will be provided by including it as a voting item on the published agendas;
- b. A full description of the proposed Amendment will be included in the accompanying TAC and MIC meeting materials and "Opportunity for Public Comment" will be prominently noted on the published meeting notices;
- c. A full description of the proposed Amendment will be posted in the 'Project Updates' section of the current TIP page on the MIC website;
- d. Any written or oral comments received will be presented at the TAC and MIC meetings and included in the published meeting summaries;
- e. A full description of the approved Amendment, as well as the result of the committee vote, will be included in the published meeting summaries.
- f. Amended Project lists will be updated and the Community Impact/Environmental Justice analysis will be updated (if needed). These will be made available to the public in the following ways:
 - Posted on the current TIP page of the dsmic.org website
 - Printed copies will be provided upon request by contacting the MIC office at 221 W First St, Duluth, MN 55802 / (218) 529-7511 / micinfo@ardc.org.

Agency Follow-up:

Correspondence about the approved Amendment, including a copy of the signed Resolution, will be transmitted to WisDOT/FHWA/FTA, as appropriate, after the MIC Board meeting.

III. Major Amendment

Staff Actions

After it has been determined that a Major Amendment to the TIP is necessary, the answers to the following two questions will guide the next steps to be taken:

3. Is formal action necessary by the MIC Policy Board?

Yes – The proposed Amendment must be presented for review by the TAC and approval by the MIC Board:

- a. A Board resolution will be prepared for signature.

4. Will public involvement occur?

Yes – through MIC and TAC meeting notifications and by posting on the MIC website:

- a. 7 days' advance notice* of the proposed Amendment will be provided by including the Amendment as a voting item on the published agendas;
- b. A full description of the proposed Amendment will be included in the accompanying meeting materials and "Opportunity for Public Comment" will be prominently noted on the published meeting notices;
- c. A full description of the proposed Amendment will be posted in the 'Project Updates' section of the current TIP page on the MIC website;
- d. Any written or oral comments received will be presented at the TAC and MIC meetings and included in the published meeting summaries;
- e. A full description of the approved Amendment, as well as the committees' votes, will be included in the published meeting summaries.
- f. Amended Project lists will be updated and the Community Impact/Environmental Justice analysis will be updated (if needed). These will be made available to the public in the following ways:

- Posted on the current TIP page of the [dsmic.org website](http://www.dsmic.org)
- Printed copies will be provided upon request by contacting the MIC office at 221 W First St, Duluth, MN 55802 / (218) 529-7511 / micinfo@ardc.org.

Agency Follow-up:

Correspondence about the approved Amendment, including a copy of the signed Resolution, will be transmitted to WisDOT/FHWA/FTA, as appropriate, after the MIC Board meeting.

**NOTE: depending on the scope of the change, a longer public notice period may be determined in consultation with WisDOT. Additional public involvement, if determined to be necessary, may include:*

- *Holding a public meeting to describe the proposed Amendment and solicit public comment.*
- *Utilizing the MIC's social media outlets to publicize the public meeting and provide an opportunity to provide public comment.*
- *Publishing a legal notice in the local newspaper.*

Appendix II

Public Notice for 30-day Public Comment

AFFIDAVIT OF PUBLICATION

STATE OF WISCONSIN

ss.

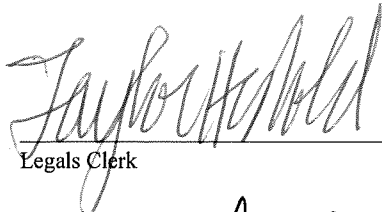
COUNTY OF DOUGLAS

Taylor Herhold, being duly sworn on oath, says:

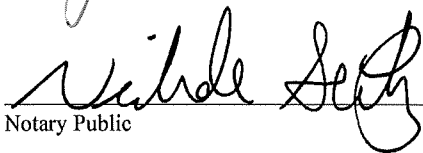
1. I am the publisher of The *Superior Telegram*, or the publisher's designated agent, a weekly newspaper of general circulation, published in the County of DOUGLAS, State of Wisconsin.

2. the dates of the month and year and day of the week upon which the public notice attached/copied below was published in the newspaper are as follows: Friday August 19, 2022.

Subscribed and sworn to me on this 19th day of August, 2022

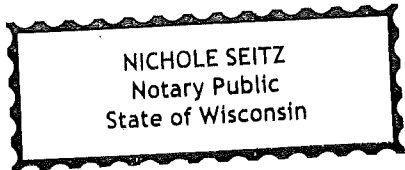


Legals Clerk



Notary Public

My commission expires: May 14, 2024



NOTICE OF 30-DAY PUBLIC COMMENT PERIOD

Draft 2023-2026 Transportation Improvement Program for the Superior Metropolitan Area

The Duluth-Superior Metropolitan Interstate Council (MIC), has prepared a Draft Calendar Year 2023-2026 Transportation Improvement Program (TIP) for the Superior Metropolitan Area. The Draft TIP lists all transportation projects in the Superior greater metropolitan area that are proposed by state and local jurisdictions to receive federal transportation funds for CY 2023-2026.

To view the Draft TIP online, visit www.dsmic.org/transportation-improvement-program/superior2026.

Public comments are being taken from August 19 through September 18, 2022 on the Draft TIP and its proposed projects. To request a hard copy of the document, contact Sheldon Johnson, who is taking all public comments on the document, at sjohnson@nwrpc.com or (715) 635-2197. Comments and questions are welcomed for the duration of the public comment period.

A public informational session will be held on Wednesday, September 14, 2022 from 12:00pm – 12:30pm to review the proposed projects, answer questions and take comments. This meeting will be held virtually and by telephone. Public access and public comment opportunities will be provided in keeping with open meeting requirements allowing the use of communications media technology such as telephone and video conferencing. **Login and call-in information can be viewed on the TIP web page at www.dsmic.org/transportation-improvement-program/superior2026.**

The Draft TIP, along with all comments received, will be considered for final approval at the MIC Board meeting on October 19, 2022. The final version of the 2023-2026 TIP will list all transportation projects that have been planned and programmed for federal funding within the greater Superior, WI area for those four years.

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

(August 19, 2022) WNAXLP 92344

Appendix III

Consultation and Outreach Letters



Serving communities within and counties of

ASHLAND, BAYFIELD, BURNETT,

**DOUGLAS, IRON, PRICE, RUSK, SAWYER,
TAYLOR, & WASHBURN**

August 18, 2022

«First_Name» «Last_Name»

«Department_or_Company»

«Street_Address_1»

«City», «State» «Zip»

«GreetingLine»

The Duluth-Superior Metropolitan Interstate Council (MIC) has approved the release of the draft 2023-2026 Superior Urbanized Area Transportation Improvement Program. Beginning August 19, 2022, a formal 30-day public comment period will begin for individuals, agencies, organizations, etc. to provide any comments related to the activities identified in the Transportation Improvement Program (TIP).

The TIP represents a listing of federal, state, and local transportation projects within the City of Superior; Villages of Oliver and Superior; and the Towns of Lakeside, Parkland, and Superior. You are receiving this letter as part of the MIC's consultation and outreach efforts seeking input regarding the 2023-2026 draft Superior Urbanized Area TIP. The document can be found at www.dsmic.org/transportation-improvement-program/superior2026 and www.nwrpc.com. A virtual public meeting will be held September 14, 2022 from 12:00pm-12:30pm via Microsoft Teams with details for the virtual meeting found at www.dsmic.org/transportation-improvement-program/superior2026.

The 2023-2026 Superior Urbanized Area Transportation Improvement Program will be presented to the MIC on Wednesday, October 19, 2022 for approval. In addition to your written, phone, or email input, in person comments may also be presented at the October MIC Board meeting. The October MIC meetings may be a hybrid of in person and/or virtual with meeting information posted to the MIC website at www.dsmic.org.

If you have any comments or questions, please contact me at 715-635-2197, by email at sjohnson@nwrpc.com, or by mail at 1400 S. River Street, Spooner WI 54801.

Sincerely,

Sheldon Johnson

First Name	Last Name	Department or Company	Street Address 1	City	State	Zip
James	Yach	DNR Regional Headquarters	107 Sutliff Avenue	Rhineland	WI	54501
Jill	Nyberg	North Country Independent Living	2911 Tower Avenue, Suite 9	Superior	WI	54880
		Superior Housing Authority	PO Box 458	Superior	WI	54880
		Army Corp of Engineers	10637 Hayward Court	Hayward	WI	54843
Chris	Belden	Duluth Transit Authority	2402 W Michigan St	Duluth	MN	55806
		Douglas County ADRC	1316 N 14th St, Ste 327	Superior	WI	54880
Planning	Department	St. Croix Chippewa Indians of Wisconsin	24663 Angeline Ave	Webster	WI	54893
Planning	Department	Lac Courte Oreilles Band of Lake Superior Chippewa	13394 W Trepania Rd	Hayward	WI	54843
Planning	Department	Red Cliff Band of Chippewa	88385 Pike Rd, Hwy 13	Red Cliff	WI	54814
Planning	Department	Bad River Band of Lake Superior Chippewa	PO Box 39	Odanah	WI	54861
Planning	Department	Fond du Lac Band of Lake Superior Chippewa	1720 Big Lake Rd	Cloquet	MN	55720
Nicole	Flamang	NW WisDOT Tribal Liaison	718 W Clairemont Ave	Eau Claire	WI	54701
		Douglas County Historical Society	1101 John Ave	Superior	WI	54880
Keith	Wiley	Douglas County Planning & Zoning	1313 Belknap St, Rm 206	Superior	WI	54880
Jason	Serck	Superior Planning Department	1316 N 14th St	Superior	WI	54880
Todd	Janigo	Superior Public Works Department	1316 N 14th St	Superior	WI	54880
Jason	Jackman	Douglas County Highway Department	7417 CTH E	Hawthorne	WI	54873
Dena	Ryan	WisDOT - NW Region	1701 North 4th Street	Superior	WI	54880
Karl	Buck	FHWA	525 Junction Rd, Suite 8000	Madison	WI	53717
Evan	Gross	FTA	200 West Adams St, Suite 320	Chicago	IL	60606
Matthew	Schreiber	WisDOT - Central Office	P.O. Box 7913	Madison	WI	53707
Scott	Luostari	Lakeside	37295 Pine Central	Poplar	WI	54864
Justin	Prendergas	Parkland	4043S CTH K	South Rang	WI	54874
Ronald	Pete	Superior	4917 S State Road 35	Superior	WI	54880
John	Wick	V. Superior	6702 Ogden Avenue	Superior	WI	54880
Gary	Abraham	V. Oliver	3055 S. Milwaukee Avenue	Superior	WI	54880

Appendix IV

Public Comments and Communication

The official public comment period on the draft Superior 2023-2026 TIP began on Friday, August 19. Outreach was conducted using the following: print and social media; consultation request letters sent to agencies, tribal nations, and others; and posting of the draft TIP to the MIC and NWRPC websites. A formal announcement of a 30-day public comment period was published in the area newspaper on August 19, 2022. A virtual public information session was also held on Wednesday, September 14, 2022.

30-Day Public Comment Period Comments

Public comments were received and reviewed with a summary of the comments noted below:

- WisDOT provided 2023 Safety Performance Measure Targets for MPO's to consider.
 - MIC staff added the 2023 Safety PM Targets to the final TIP
- WisDOT recommended the following changes and all were updated into the final TIP
 - WisDOT Rail Project 113-17-010 was identified in the draft TIP as unknown for completion in 2022. Based on consultation with WisDOT, this project was carried over to 2023.
 - OCR Rail Project placeholder 113-22-004 was assigned a future rail project in the Village of Oliver for a rail crossing improvement of the WCL rail line crossing CTH W scheduled for CY 2025. The TIP document was updated to reflect this change.
 - WisDOT Highway Project 113-23-001 was identified in the draft TIP release as a CY 2026 project. After consultation with WisDOT, the project was advanced to CY 2024. The TIP document was updated to reflect this change.
 - Corresponding project changes noted above resulted in updated financial tables found in Chapter 5.

The Technical Advisory Committee and Metropolitan Interstate Committee met on October 18 & 19 and the following public comments were provided from those meetings.

- TO BE FINALIZED after meeting... No public comments to the final draft TIP were made.

Appendix V

Resolutions

RESOLUTION 22-13
OF THE
DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

*Adopting the 2023 - 2026 Transportation Improvement Program for the
Superior, Wisconsin Urbanized Area*

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

WHEREAS, the Metropolitan Interstate Council has established a comprehensive, cooperative, and continuing (3-C) transportation planning process to develop the unified planning work program, a Long-Range Transportation Plan, and a Transportation Improvement Program to facilitate federal funding for communities, counties, and transit operators, and to provide technical assistance and expertise to transportation interests; and

WHEREAS, U.S. Department of Transportation regulations require the development and annual adoption of a Transportation Improvement Program (TIP) for each urbanized area by the Metropolitan Planning Organization in cooperation with local elected and appointed highway and transit officials; special interest and service organizations, including users of public transit; the Wisconsin Department of Transportation; U.S. DOT; Federal Highway (FHWA) and Transit (FTA) Administrations; and

WHEREAS, projects utilizing funding under 23 USC and 49 USC Chapter 53 must be included in a Transportation Improvement Program (TIP) adopted by the MIC Policy Board for the Superior Urbanized Area; and

WHEREAS, the CY 2023-2026 Superior Urbanized TIP is an implementation of *Sustainable Choices 2045*, the long-range Metropolitan Transportation Plan for the Duluth-Superior urbanized area, and is fiscally constrained; and

WHEREAS, the Metropolitan Interstate Council has solicited a 30-day public comment period on the Draft CY 2023-2026 TIP and any public comments received are recorded and addressed in the final TIP document; and

WHEREAS, U.S. Department of Transportation regulations, 23 CFR 450.336(a), provide for self-certification that the urban transportation planning process is being carried out in conformance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color or national origin in employment or business opportunity;
- (5) 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

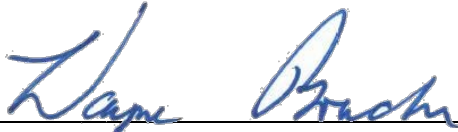
WHEREAS, in accordance with 23 CFR 450.336(a), the Duluth-Superior Metropolitan Interstate Council hereby certifies that the metropolitan planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all requirements as described above, and that the TIP contains only projects that are consistent with the current long-range Metropolitan Transportation Plan for the urbanized area.

NOW, THEREFORE, BE IT RESOLVED, that the Duluth-Superior Metropolitan Interstate Council Policy Board adopts the 2023-2026 Superior Urbanized Area Transportation Improvement Program.

ATTEST:



Nick Baker, Wisconsin Co-Chair



Wayne Boucher, Minnesota Co-Chair



Ron Chicka, MIC Director

October 19, 2022

Date

RESOLUTION 23-01

DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

Amendments #1 - #5 to the 2023-2026 Superior Urbanized Area TIP

Amending the CY 2023-2026 Superior Urbanized Area Transportation Improvement Program (TIP) to five new projects: 1) North Country Independent Living Center's (NCIL) continuation of their transportation vouchers program to eligible clients throughout eight counties in northern Wisconsin in 2023 including; Ashland, Bayfield, Burnett, Douglas, Iron, Price, Sawyer, and Washburn; 2) a mobility management program within NCIL funding staff members who coordinate rides for the region's population of seniors and individuals with disabilities, and also work to expand their service, provide outreach and information of transportation options to residents, and work to coordinate rides with other providers in 2023 throughout eight counties in northern Wisconsin including; Ashland, Bayfield, Burnett, Douglas, Iron, Price, Sawyer, and Washburn; 3) real estate acquisition in 2023 necessary for rehabilitation of STH 105 from MN/WI state line to STH 35; 4) engineering for roadway and bridge reconstruction of Marina Drive during 2023; and 5) reconstruction of the roadway and replacement of the Marina Drive bridge in 2026.

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

WHEREAS, the U.S. Department of Transportation regulations require the development and approval of an annual Transportation Improvement Program (TIP) for the Duluth, MN urbanized area by the MPO; and

WHEREAS, transportation projects in the urbanized area which will utilize federal funds must be included in the current Duluth Urbanized Area TIP; and

WHEREAS, the 2023-2026 Superior Urbanized Area TIP was approved by the Duluth-Superior Metropolitan Interstate Council (MIC) Policy Board on October 19, 2022; and

WHEREAS, WisDOT is requesting an amendment to add new projects listed in the approved TIP; and

WHEREAS, the changes requested require a formal TIP amendment, in accordance with the MIC's current Public Involvement Plan; and

WHEREAS, the amended project(s) are consistent with the MIC's current Long Range Transportation Plan, *Sustainable Choices 2045*; and

WHEREAS, the 2023-2026 Superior Urbanized Area TIP, as amended, will continue to be fiscally constrained;

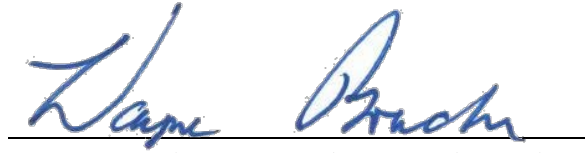
NOW, THEREFORE, BE IT RESOLVED, that the Duluth-Superior Metropolitan Interstate Council amends the 2023-2026 Superior Urbanized Area Transportation Improvement Program to add **1) North Country Independent Living Center's (NCIL) continuation of their transportation vouchers program to eligible clients throughout eight counties in northern Wisconsin in 2023 including; Ashland, Bayfield, Burnett, Douglas, Iron, Price, Sawyer, and Washburn; 2) a mobility management program within NCIL funding staff members who**

coordinate rides for the region's population of seniors and individuals with disabilities, and also work to expand their service, provide outreach and information of transportation options to residents, and work to coordinate rides with other providers in 2023 throughout eight counties in northern Wisconsin including; Ashland, Bayfield, Burnett, Douglas, Iron, Price, Sawyer, and Washburn; 3) real estate acquisition in 2023 necessary for rehabilitation of STH 105 from MN/WI state line to STH 35; 4) engineering for roadway and bridge reconstruction of Marina Drive during 2023; and 5) reconstruction of roadway and replacement of the Marina Drive bridge in 2026.

ATTEST:



Nick Baker, MIC Policy Board Co-Chair



Wayne Boucher, MIC Policy Board Co-Chair



Ron Chicka, MIC Director

January 18, 2023

Date

RESOLUTION 23-06

DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

Amendment #6 & #7 to the 2023-2026 Superior Urbanized Area TIP

Amending the CY 2023-2026 Superior Urbanized Area Transportation Improvement Program (TIP) to add one new project: 1) preliminary engineering work associated with resurfacing (cold in place) portions of STH 35 between CTH B South to 69th Street with engineering work scheduled for 2023; and 2) preliminary engineering work in 2023 (appraisal plats) for future real estate acquisitions to support the IH535 Blatnik Bridge reconstruction.

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

WHEREAS, the U.S. Department of Transportation regulations require the development and approval of an annual Transportation Improvement Program (TIP) for the Duluth, MN urbanized area by the MPO; and

WHEREAS, transportation projects in the urbanized area which will utilize federal funds must be included in the current Duluth Urbanized Area TIP; and

WHEREAS, the 2023-2026 Superior Urbanized Area TIP was approved by the Duluth-Superior Metropolitan Interstate Council (MIC) Policy Board on October 19, 2022; and

WHEREAS, WisDOT is requesting an amendment to add new projects listed in the approved TIP; and

WHEREAS, the changes requested require a formal TIP amendment, in accordance with the MIC's current Public Involvement Plan; and

WHEREAS, the amended project(s) are consistent with the MIC's current Long Range Transportation Plan, *Sustainable Choices 2045*; and

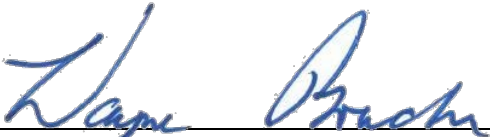
WHEREAS, the 2023-2026 Superior Urbanized Area TIP, as amended, will continue to be fiscally constrained;

NOW, THEREFORE, BE IT RESOLVED, that the Duluth-Superior Metropolitan Interstate Council amends the 2023-2026 Superior Urbanized Area Transportation Improvement Program to add 1) *preliminary engineering work associated with resurfacing (cold in place) portions of STH 35 between CTH B South to 69th Street with engineering work scheduled for 2023; and 2) preliminary engineering work in 2023 (appraisal plats) for future real estate acquisitions to support the IH535 Blatnik Bridge reconstruction.*

ATTEST:



Nick Baker, MIC Policy Board Co-Chair



Wayne Boucher, MIC Policy Board Co-Chair



Ron Chicka, MIC Director

March 15, 2023

Date

RESOLUTION 23-13

DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

Amendment #8 - #11 to the 2023-2026 Superior Urbanized Area TIP

Amending the CY 2023-2026 Superior Urbanized Area Transportation Improvement Program (TIP) to add one new project: 1) preliminary engineering work associated with a proposed culvert replacement on an unnamed tributary to the Pokegama River crossing on STH 105 with preliminary engineering work scheduled for 2023; and 2) construction/replacement of a culvert on an unnamed tributary to the Pokegama River crossing on STH 105 with work scheduled for 2026; 3) preliminary engineering work in 2023 related to Carbon Reduction Program funding to install LED light fixtures along USH 2 and STH 35; 4) installation work in 2023 related to Carbon Reduction Program funding to install LED light fixtures along USH 2 and STH 35.

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

WHEREAS, the U.S. Department of Transportation regulations require the development and approval of an annual Transportation Improvement Program (TIP) for the Duluth, MN urbanized area by the MPO; and

WHEREAS, transportation projects in the urbanized area which will utilize federal funds must be included in the current Duluth Urbanized Area TIP; and

WHEREAS, the 2023-2026 Superior Urbanized Area TIP was approved by the Duluth-Superior Metropolitan Interstate Council (MIC) Policy Board on October 19, 2022; and

WHEREAS, WisDOT is requesting an amendment to add new projects listed in the approved TIP; and

WHEREAS, the changes requested require a formal TIP amendment, in accordance with the MIC's current Public Involvement Plan; and

WHEREAS, the amended project(s) are consistent with the MIC's current Long Range Transportation Plan, *Sustainable Choices 2045*; and

WHEREAS, the 2023-2026 Superior Urbanized Area TIP, as amended, will continue to be fiscally constrained;

NOW, THEREFORE, BE IT RESOLVED, that the Duluth-Superior Metropolitan Interstate Council amends the 2023-2026 Superior Urbanized Area Transportation Improvement Program to add 1) *preliminary engineering work associated with a proposed culvert replacement on an unnamed tributary to the Pokegama River crossing on STH 105 with preliminary engineering work scheduled for 2023; and 2) construction/replacement of a culvert on an unnamed tributary to the Pokegama River crossing on STH 105 with work scheduled for 2026; 3) preliminary engineering work in 2023 related to Carbon Reduction Program funding to install LED light fixtures along USH 2 and STH 35; 4) installation work in 2023 related to Carbon Reduction Program funding to install LED light fixtures along USH 2 and STH 35.*

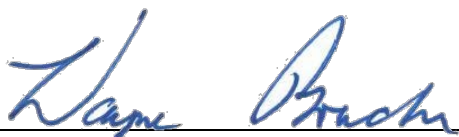
ATTEST:



Nick Baker, MIC Policy Board Co-Chair



Ron Chicka, MIC Director



Wayne Boucher, MIC Policy Board Co-Chair

May 17, 2023

Date

RESOLUTION 23-18

DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

Amendment #13 - #19 to the 2023-2026 Superior Urbanized Area TIP

Amending the CY 2023-2026 Superior Urbanized Area Transportation Improvement Program (TIP) to add new projects requested by WisDOT: Project #113-23-019, for pavement marking work on STH 13 from Engdahl Road to USH 53 scheduled for 2023; Projects #113-23-020 and 113-23-021, for preliminary design work associated with the St. Louis River Bridge scheduled for 2023; Project #113-23-022, for real estate acquisition work associated with the St. Louis River Bridge scheduled for 2023; Project #113-23-023, for work associated with a road closure at a rail crossing scheduled for 2023; Project #113-23-024, for work associated with a rail signal replacement project scheduled for 2024, and Project #113-23-025, for work associated with a rail crossing surface replacement scheduled for 2024.

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

WHEREAS, the U.S. Department of Transportation regulations require the development and approval of an annual Transportation Improvement Program (TIP) for the Duluth, MN urbanized area by the MPO; and

WHEREAS, transportation projects in the urbanized area which will utilize federal funds must be included in the current Duluth Urbanized Area TIP; and

WHEREAS, the 2023-2026 Superior Urbanized Area TIP was approved by the Duluth-Superior Metropolitan Interstate Council (MIC) Policy Board on October 19, 2022; and

WHEREAS, WisDOT is requesting an amendment to add five new projects to the approved TIP for FY 2023 and 2024; and

WHEREAS, the changes requested require a formal TIP amendment, in accordance with the MIC's current Public Involvement Plan; and

WHEREAS, the amended project(s) are consistent with the MIC's current Long Range Transportation Plan, *Sustainable Choices 2045*; and


WHEREAS, the 2023-2026 Superior Urbanized Area TIP, as amended, will continue to be fiscally constrained;

NOW, THEREFORE, BE IT RESOLVED, that the Duluth-Superior Metropolitan Interstate Council amends the 2023-2026 Superior Urbanized Area Transportation Improvement Program to add to add new projects requested by WisDOT: Project #113-23-019, for pavement marking work on STH 13 from Engdahl Road to USH 53 scheduled for 2023; Projects #113-23-020 and 113-23-021, for preliminary design work associated with the St. Louis River Bridge scheduled for 2023; Project #113-23-022, for real estate acquisition work associated with the St. Louis River Bridge scheduled for 2023; Project #113-23-023, for work associated with a road closure at a rail crossing scheduled for 2023; Project #113-23-024, for work associated with a rail signal replacement project scheduled for 2024, and Project #113-23-025, for work associated with a rail crossing surface replacement scheduled for 2024.

ATTEST:



Nick Baker, MIC Policy Board Co-Chair (WI)



Wayne Boucher, MIC Policy Board Co-Chair (MN)



Ron Chicka, MIC Director

August 16, 2023

Date

RESOLUTION 23-14

DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

Amendment #12 to the 2023-2026 Superior Urbanized Area TIP

Amending the CY 2023-2026 Superior Urbanized Area Transportation Improvement Program (TIP) to add Pavement & Bridge Performance Measures (PM2) and System Performance & Freight Measures (PM3) to the 2023-2026 Superior Transportation Improvement Program.

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

WHEREAS, the U.S. Department of Transportation regulations require the development and approval of an annual Transportation Improvement Program (TIP) for the Duluth, MN urbanized area by the MPO; and

WHEREAS, transportation projects in the urbanized area which will utilize federal funds must be included in the current Duluth Urbanized Area TIP; and

WHEREAS, the 2023-2026 Superior Urbanized Area TIP was approved by the Duluth-Superior Metropolitan Interstate Council (MIC) Policy Board on October 19, 2022; and

WHEREAS, WisDOT is requesting an amendment to add PM 2 and PM 3 targets approved by the MIC on April 19, 2023; and

WHEREAS, the 2023-2026 Superior Urbanized Area TIP, as amended, will continue to be fiscally constrained;

NOW, THEREFORE, BE IT RESOLVED, that the Duluth-Superior Metropolitan Interstate Council amends the 2023-2026 Superior Urbanized Area Transportation Improvement Program *to add new Pavement & Bridge Performance Measures (PM2) and System Performance & Freight Measures (PM3) targets as identified below.*

Infrastructure Performance Measures and 2022-2025 Targets (PM2)

Measure	Baseline	2-Year Target	4-Year Target
Percent of NHS* Bridges in Good Condition	51.3%	>49.0%	>48.0%
Percent of NHS Bridges in Poor Condition	2.6%	<3.0%	<3.0%
Percent of Interstate Pavement in Good Condition	65.9%	>60.0%	>60.0%
Percent of Interstate Pavement in Poor Condition	0.3%	<4.0%	<4.0%
Percent of Non-Interstate NHS Pavement in Good Condition	36.3%	>30.0%	>30.0%
Percent of Non-Interstate NHS Pavement in Poor Condition	4.2%	<10.0%	<10.0%

*NHS = National Highway System

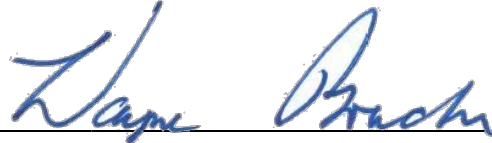
System Reliability Performance Measures and 2022-2025 Targets (PM3):

Measure	Baseline	2-Year Target	4-Year Target
Percent of Reliable Person Miles on the Interstate	96.4%	92.5%	93.0%
Percent of Reliable Person Miles Reliable on the Non-Interstate NHS	93.9%	91.0%	89.5%
Truck Travel Time Reliability Index	1.20	1.3	1.3

ATTEST:



Nick Baker, MIC Policy Board Co-Chair



Wayne Boucher, MIC Policy Board Co-Chair



Ron Chicka, MIC Director

May 17, 2023

Date

RESOLUTION 23-18

DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

Amendment #13 - #19 to the 2023-2026 Superior Urbanized Area TIP

Amending the CY 2023-2026 Superior Urbanized Area Transportation Improvement Program (TIP) to add new projects requested by WisDOT: Project #113-23-019, for pavement marking work on STH 13 from Engdahl Road to USH 53 scheduled for 2023; Projects #113-23-020 and 113-23-021, for preliminary design work associated with the St. Louis River Bridge scheduled for 2023; Project #113-23-022, for real estate acquisition work associated with the St. Louis River Bridge scheduled for 2023; Project #113-23-023, for work associated with a road closure at a rail crossing scheduled for 2023; Project #113-23-024, for work associated with a rail signal replacement project scheduled for 2024, and Project #113-23-025, for work associated with a rail crossing surface replacement scheduled for 2024.

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

WHEREAS, the U.S. Department of Transportation regulations require the development and approval of an annual Transportation Improvement Program (TIP) for the Duluth, MN urbanized area by the MPO; and

WHEREAS, transportation projects in the urbanized area which will utilize federal funds must be included in the current Duluth Urbanized Area TIP; and

WHEREAS, the 2023-2026 Superior Urbanized Area TIP was approved by the Duluth-Superior Metropolitan Interstate Council (MIC) Policy Board on October 19, 2022; and

WHEREAS, WisDOT is requesting an amendment to add five new projects to the approved TIP for FY 2023 and 2024; and

WHEREAS, the changes requested require a formal TIP amendment, in accordance with the MIC's current Public Involvement Plan; and

WHEREAS, the amended project(s) are consistent with the MIC's current Long Range Transportation Plan, *Sustainable Choices 2045*; and


WHEREAS, the 2023-2026 Superior Urbanized Area TIP, as amended, will continue to be fiscally constrained;

NOW, THEREFORE, BE IT RESOLVED, that the Duluth-Superior Metropolitan Interstate Council amends the 2023-2026 Superior Urbanized Area Transportation Improvement Program to add to add new projects requested by WisDOT: Project #113-23-019, for pavement marking work on STH 13 from Engdahl Road to USH 53 scheduled for 2023; Projects #113-23-020 and 113-23-021, for preliminary design work associated with the St. Louis River Bridge scheduled for 2023; Project #113-23-022, for real estate acquisition work associated with the St. Louis River Bridge scheduled for 2023; Project #113-23-023, for work associated with a road closure at a rail crossing scheduled for 2023; Project #113-23-024, for work associated with a rail signal replacement project scheduled for 2024, and Project #113-23-025, for work associated with a rail crossing surface replacement scheduled for 2024.

ATTEST:



Nick Baker, MIC Policy Board Co-Chair (WI)



Wayne Boucher, MIC Policy Board Co-Chair (MN)



Ron Chicka, MIC Director

August 16, 2023

Date