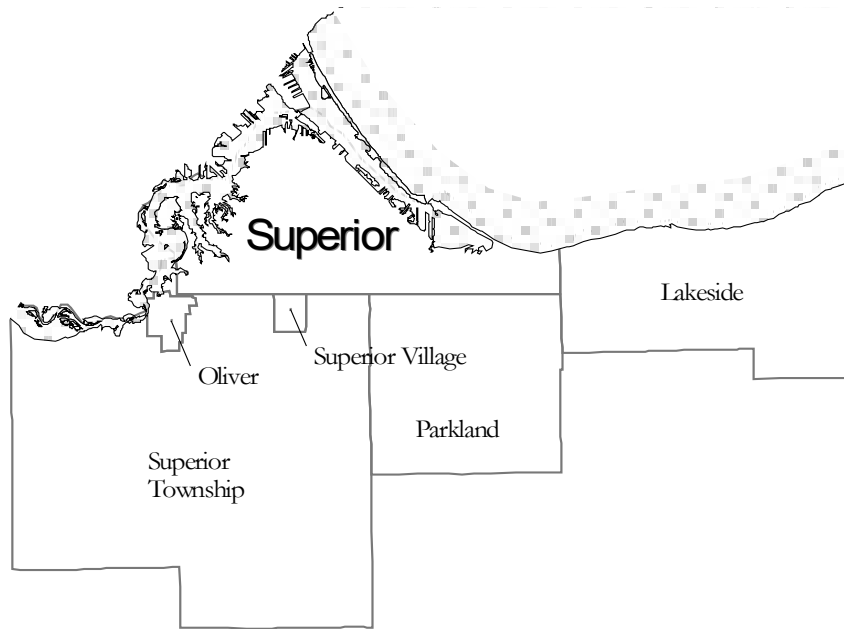


# 2024-2027 Transportation Improvement Program

For the Superior Urbanized Area



Draft for Public Release September 1, 2023

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



# 2024-2027 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**

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Northwest Regional Planning Commission*

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

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This project was funded through the Duluth-Superior Metropolitan Interstate Council with funding from the Wisconsin Department of Transportation, Arrowhead Regional Development Commission, and Northwest Regional Planning Commission. Additionally, the preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views of policy of the U.S. Department of Transportation.

# DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

## Member and Staff Listing – August 2023

<b>MIC Policy Board</b>	<b>Transportation Advisory Committee</b>
Broc Allen – Douglas Co. Suburban Townships	Krysten Saatela Foster – MnDOT District 1
Hannah Alstead – Duluth City Council	John Mulder – City of Hermantown
Ed Anderson – City of Superior Citizen Rep	Jim Foldesi – St. Louis County
Nick Baker – Douglas County Board ( <i>WI Co-chair</i> )	Jason Jackman – Highway Commissioner
Wayne Boucher – City of Hermantown ( <i>MN Co-Chair</i> )	Todd Janigo – Public Works Director
Chad Ward– City of Proctor	James Gittemeier– City of Duluth Planning
Scott Welsh – St. Louis County Suburban Townships	Maren Webb – MnDOT
Jenny VanSickle – Superior City Council	Cari Pedersen – City of Duluth Engineering
Mike Mayou – Duluth City Council	Chris Lee – City of Duluth
Annie Harala – St. Louis County	Chris Carlson – City of Superior
Bob Quade –City of Rice Lake	Kate Ferguson – Duluth Seaway Port Authority
Rosemary Lear – Douglas County Board	Cindy Voigt – City of Duluth Engineering
Tom Szukis – Duluth Transit Authority	Tom Werner – Duluth Airport Authority
Nick Ledin – Superior City Council	Dena Ryan – WisDOT
Sam Pomush – Douglas County Board	Jess Rich – City of Proctor
Randy Skowlund – Douglas County Board	Karl Schuettler – The Northspan Group
	Chris Belden – Duluth Transit Authority
	Skip Williams – Active Transportation
<b>MIC Staff – ARDC</b>	<b>MIC Staff - NWRPC</b>
Ron Chicka, MIC Director	Sheldon Johnson, MIC Deputy Director
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**Map Disclaimer**

*The information contained in the following maps is a compilation of data from various federal, state, county, regional, and municipal sources. Geographic information has limitations due to the scale, resolution, date, and interpretation of the original source materials. Users should consult available data documentation (metadata) to determine limitations and the precision to which the data depicts distance, direction, location, or other geographic characteristics. These maps and/or data are not legal survey documents to be used for describing land for the purpose of ownership or title.*

# Chapter 1: Introduction

## Overview

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

The Metropolitan Interstate Council (MIC), the body responsible for making transportation policy decisions and for directing the transportation planning and development function within the Duluth/Superior urbanized area, has prepared and adopted a TIP each year since 1976. The TIP effort is conducted in order to specify a coordinated, multi-modal transportation program that includes a full range of transportation improvements being considered during the 2024-2027 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  
<https://www.fhwa.dot.gov/tpm/about/goals.cfm>

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

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

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

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

***PM 1 – Safety***

For the Wisconsin portion of the MIC area, the MIC Board passed Resolution #22-12 on October 19, 2022, adopting the WisDOT recommended Highway Safety Improvement Program (HSIP) Performance Measure Targets for 2023 as follows (2024 Targets are expected to be release late August/September and will be incorporated into the final TIP scheduled for action in October 2023):

<b>Measure</b>	<b>2023 Targets</b>	<b>Prior Year 2022 Targets</b>
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 2024-2027 TIP. Based on 2023 coordination and consultation with WisDOT and its available data, the following 2- and 4-year targets are made part of the 2024-2027 TIP. Future updates will be incorporated as WisDOT targets are developed or updated.

<b>Measure</b>	<b>2-Year Target (2023)</b>	<b>4-Year Target (2025)</b>
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 2024-2027 TIP. Based on 2023 coordination and consultation with WisDOT and its available data, the following 2- and 4-

year targets are made part of the 2024-2027 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 2023 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 2024 are made part of the 2024-2027 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 2023 coordination and planning efforts between the Duluth Transit Authority and MPO representatives, the PTASP targets are incorporated into the 2024-2027 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)	System Reliability (VRM/ Failures)

						VRM)	
<b>Fixed Route Bus</b>	0	0	3.5	0.18	5	0.26	9,200
<b>ADA/Paratransit</b>	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: 2024-2027 Transportation Improvement Program for the Superior Urbanized Area

The 2024-2027 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 2024-2027 TIP are listed on the following pages of Chapter Four. Projects were solicited from representative units of government in the urbanized area, the Duluth Transit Authority, and Wisconsin Department of Transportation and are found to be consistent with the findings of the Duluth/Superior Long Range Transportation Plan. WisDOT relies on the public involvement process conducted by the MPO in the development of their TIP to satisfy the Federal Transit Administration program and planning requirements as established for the Section 5307/5309 programs. The *Annual List of Obligated Projects* can be found at [www.dsmic.org](http://www.dsmic.org).

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



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

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

**2024-2027 TRANSPORTATION IMPROVEMENT PROJECTS (ROADWAY)**

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2024	2025	2026	2027	Illustrative	Federal	State	Local	Total
<b>City of Superior 113-21-001</b> 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
<b>WisDOT 113-21-002</b> USH 53/East 2 <sup>nd</sup> Street 2 <sup>nd</sup> Ave E to Hughitt Ave/Blatnik Bridge Resurfacing 1.552 miles NHPP 1198-03-73	PE									
	ROW									
	CONST	3,237					2,564	641	32	3,237
	TOTAL	3,237					2,564	641	55	3,237
<b>Douglas County 113-21-003</b> 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
<b>WisDOT 113-21-011</b> USH 53/East 2 <sup>nd</sup> Street E Street Intersection Safety Improvements 6.52 miles HSIP  1198-03-80	PE									
	ROW									
	CONST	1,262					1,136	126		1,262
	TOTAL	1,262					1,136	126		1,262
<b>WisDOT 113-21-019</b> C. Superior, East Second Street 2 <sup>nd</sup> 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			
		2024	2025	2026	2027	Illustrative	Federal	State	Local	Total
<b>Douglas County 113-22-001</b> CTH UU CTH U to STH 13 Pulverize and Pave 3.25 miles	PE									
	ROW									
	CONST	1,200							1,200	1,200
	TOTAL	1,200							1,200	1,200
<b>WisDOT 113-22-002</b> USH 2 Superior to Wentworth STH 13 - Bridge Rehab B-16-0024 Deck Overlay, Joint Replacement 1195-03-70 NHPP/Fed/State	PE									
	ROW									
	CONST		875				700	175		875
	TOTAL		875				700	175		875
<b>WisDOT 113-23-001</b> STH 105 Oliver - Superior MN/WI State Line to STH 35 Pavement Resurfacing 4.682 miles STPG-U 8760-00-71	PE									
	ROW									
	CONST	4,761					3,752	938	71	4,761
	TOTAL	4,761					3,752	938	71	4,761
<b>City of Superior 113-23-002</b> Hammond Avenue Belknap to N 21 <sup>st</sup> Street Reconstruction LRIP MSID	PE									
	ROW									
	CONST	2,730					450		2,280	2,730
	TOTAL	2,730					450		2,280	2,730
<b>City of Superior 11-23-003</b> E 5 <sup>th</sup> Street 24 <sup>th</sup> Ave E to 31 <sup>st</sup> Ave E Preliminary Engineering (reconstruction) local funding	PE	207								
	ROW									
	CONST									
	TOTAL	207							207	207
<b>City of Superior 11-23-004</b> E 5 <sup>th</sup> Street 24 <sup>th</sup> Ave E to 31 <sup>st</sup> Ave E Reconstruction LRIP MSIGT MSSIS	PE									
	ROW									
	CONST		2,300				1,341		959	2,300
	TOTAL		2,300				1,341		959	2,300

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2024	2025	2026	2027	Illustrative	Federal	State	Local	Total
<b>WisDOT 113-23-011</b>										
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
<b>WisDOT 113-23-016</b>										
STH 105	PE									
Culvert Replacement on unnamed tributary to	ROW									
Pokegama River- Construction	CONST			2,955.5			2,364.4	591.1		2,955.5
0.0 miles Protect										
8760-00-72	TOTAL			2,955.5			2,364.4	591.1		2,955.5
<b>WisDOT 113-23-019</b>										
USH 13	PE									
Engdahl Rd to USH 53	ROW									
Pavement Marking	CONST	58					46.4	11.6		58
5.89 miles Safety										
1000-18-61	TOTAL	58					46.4	11.6		58
<b>WisDOT 113-24-001</b>										
USH 2 Superior-Wentworth	PE									
53 <sup>rd</sup> Ave E to CTH C	ROW									
Pavement Resurfacing	CONST				9,800		7,900	1,900		9,800
6.52 miles STPG-U										
1180-00-60	TOTAL				9,800		7,900	1,900		9,800

**2024-2027 TRANSPORTATION IMPROVEMENT PROJECTS (RAIL)**

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2024	2025	2026	2027	Illustrative	Federal	State	Local	Total
<b>WisDOT 113-17-010</b>										
Rail-Highway Crossing Safety Level of Effort	PE									
Rail Crossing Road Closure 852857P	ROW									
Ogden Avenue Crossing of BNSF rail line	CONST	7.5					7.5			7.5
Safety										
	TOTAL	7.5					7.5			7.5
<b>OCR 113-21-008</b>										
Rail-Highway Crossing Safety Level of Effort	PE									
Projects	ROW									
Safety	CONST	100					100			100
	TOTAL	100					100			100
<b>WisDOT 113-21-009</b>										
Rail-Highway Crossing Safety Level of Effort	PE									
Project	ROW									
Safety	CONST	100					100			100
	TOTAL	100					100			100
<b>OCR 113-22-004</b>										
CTH W (Chicago Avenue)-Village of Oliver	PE									
WCL RR X-ing 251873N	ROW									
Rail Crossing Improvement	CONST		353				115	62	176	353
Safety WCL Local Match										
1009-89-27	TOTAL		353				115	62	176	353
<b>WisDOT 113-22-005</b>										
Rail-Highway Crossing Safety Level of Effort	PE									
Projects	ROW									
Safety	CONST		100				100			100
	TOTAL		100				100			100
<b>WisDOT 113-22-006</b>										
CTH C, Douglas County	PE									
Dewey-STH 35	ROW									
BNSF RR Xing 086402V	CONST	252.5					126.25		126.25	252.5
RR OPS/Safety Rail Warning Devices										
8758-00-52 BNSF Providing Match	TOTAL	252.5					126.25		126.25	252.5

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2024	2025	2026	2027	Illustrative	Federal	State	Local	Total
<b>OCR 113-23-006</b>										
Rail-Highway Crossing Safety Level of Effort Projects Safety	PE									
	ROW									
	CONST			100			100			100
	TOTAL			100			100			100
<b>WisDOT 113-23-007</b>										
Rail-Highway Crossing Safety Level of Effort Projects Safety	PE									
	ROW									
	CONST			100			100			100
	TOTAL			100			100			100
<b>WisDOT 113-23-024</b>										
CTH C, Douglas Co MN State Line – STH 35 BNSF RR Xing 067768H Reconstruction - Signal Replacement 8758-00-50	PE									
	ROW									
	CONST	353.5					282.8		70.7	353.5
	TOTAL	353.5					282.8		70.7	353.5
<b>WisDOT 113-23-025</b>										
CTH C, Douglas Co MN State Line – STH 35 BNSF RR Xing 067768H Reconstruction – Replace Crossing Surface 8758-00-51	PE									
	ROW									
	CONST	101							101	101
	TOTAL	101							101	101
<b>OCR 113-24-002</b>										
Rail-Highway Crossing Safety Level of Effort Projects Safety	PE									
	ROW									
	CONST				100		100			100
	TOTAL				100		100			100
<b>WisDOT 113-24-003</b>										
Rail-Highway Crossing Safety Level of Effort Projects Safety	PE									
	ROW									
	CONST				100		100			100
	TOTAL				100		100			100

**2024–2027 TRANSPORTATION ALTERNATIVES PROJECTS**

		Estimated Cost (\$1,000)					Funding Source and Cost Share			
		2024	2025	2026	2027	Illustrative	Federal	State	Local	Total
No projects identified	PE									
	ROW									
	CONST									
	TOTAL									

**2024–2027 TRANSIT PROJECTS (5307)**

		Estimated Cost					Funding Source and Cost Share				
		2024	2025	2026	2027		Federal	State	Local	Fare Box	Total
<b>DTA – 113-24-004</b>											
Operating Assistance		1,740,251					649,711	382,855	574,283	133,402	1,740,251
Regular Route											
<b>DTA – 113-24-005</b>											
Operating Assistance		62,559						20,644	36,909	5,006	62,559
STRIDE											
<b>DTA – 113-24-006</b>											
Operating Assistance			1,792,458				669,202	394,340	591,511	137,405	1,792,458
Regular Route											
<b>DTA – 113-24-007</b>											
Operating Assistance			64,435					21,263	38,017	5,155	64,435
STRIDE											
<b>DTA – 113-24-008</b>											
Operating Assistance				1,846,231			689,278	406,171	609,256	141,526	1,846,231
Regular Route											
<b>DTA – 113-24-009</b>											
Operating Assistance				66,368				21,901	39,157	5,310	66,368
STRIDE											
<b>DTA – 113-24-010</b>											
Operating Assistance					1,901,617		709,956	415,356	627,533	148,772	1,901,617
Regular Route											

		Estimated Cost					Funding Source and Cost Share				
		2024	2025	2026	2027		Federal	State	Local	Fare Box	Total
<b>DTA – 113-24-011</b>											
Operating Assistance					68,359			22,558	40,331	5,470	68,359
STRIDE											



### 2024–2027 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
		<b>Project</b>																			
Indian Trails – Intercity Bus Service	Service connecting Superior and Duluth to stops along USH 2 at various locations with connection to routes/stops located throughout Michigan.	No specific funds identified for this activity																			

### 2024-2027 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
		<b>Project</b>																			
No projects identified																					

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
<b>Project</b>																					
No projects identified																					

Map to be included with the Final Document. See Minority and Low Income Populations Map for Project Locations.

**2024-2027 Mapped TIP Projects**

<b><u>Map Label</u></b>	<b><u>TIP Project ID</u></b>	<b><u>Project Description</u></b>	<b><u>Project Year</u></b>	<b><u>Type of Cost</u></b>	<b><u>Primary Jurisdiction Sponsor</u></b>	<b><u>Project Type</u></b>
1	113-21-001	Hammond Ave.: N 21st St. to N. 28th St. - Reconstruction	2024	Const	City of Superior	Road
2	113-21-002	USH 53/E 2nd St.: 2nd Ave E to Hughitt Ave/Blatnik Bridge - Resurfacing	2024	Const	WisDOT	Road
3	113-21-003	CTH C: MN State Line to Barnes Rd. - Reconstruction	2024	Const	Douglas County	Road
4	113-21-011	USH 53/E 2nd St: E St. Intersection - Safety Improvements HSIP	2024	Const	WisDOT	Road
5	113-21-019	East 2nd St: 2nd Ave. East to Hughitt Ave. - Real Estate	2024	ROW	WisDOT	Road
6	113-22-001	CTH UU: CTH U to STH 13 - Pulverize and pave	2024	Const	Douglas County	Road
7	113-22-002	USH 2: Superior to Wentworth/ STH 13 - Bridge rehab B-16-0024, deck overlay, joint replacement	2025	Const	WisDOT	Road
8	113-22-004	CTH W (Chicago Ave.): WCL crossing 251873N - Rail crossing improvement	2025	Const	WisDOT	Rail
9	113-22-006	CTH C: STH 35/BNSF RR Crossing 086402V - RR ops/Safety rail warning devices	2024	Const	WisDOT	Rail
10	113-23-001	STH 105: MN/WI State line to STH 35 - Pavement resurfacing	2024	Const	WisDOT	Road
11	113-23-002	Hammond Ave.: Belknap St. to North 21st St - Reconstruction	2024	Const	City of Superior	Road
12	113-23-003	East 5th St.: 24th Ave East to 31st Ave. East - Preliminary engineering (reconstruction)	2024	PE	City of Superior	Road
13	113-23-004	East 5th St.: 24th Ave East to 31st Ave. East - Reconstruction	2025	Const	City of Superior	Road
14	113-23-011	Marina Drive: Marina Drive N to Barkers Island - Reconstruction/Bridge Replacement	2026	Const	WisDOT	Road
15	113-23-016	STH 105: Culvert replacement on unnamed tributary to Pokegama River	2026	Const	WisDOT	Road
16	113-23-019	STH 13: Engdahl Rd. to USH 53 - Pavement Marking	2024	Const	WisDOT	Road
17	113-23-024	CTH C: MN State Line to STH 35 BNSF Crossing 067768H-Reconstruction-Signal Replacement	2024	Const	WisDOT	Rail
18	113-23-025	CTH C: MN State Line to STH 35 BNSF Crossing 067768H-Reconstruction-Crossing Surface	2024	Const	WisDOT	Road
19	113-24-001	USH 2: Superior to Wentworth: 53rd Ave. to CTH C - Resurfacing	2027	Const	WisDOT	Road

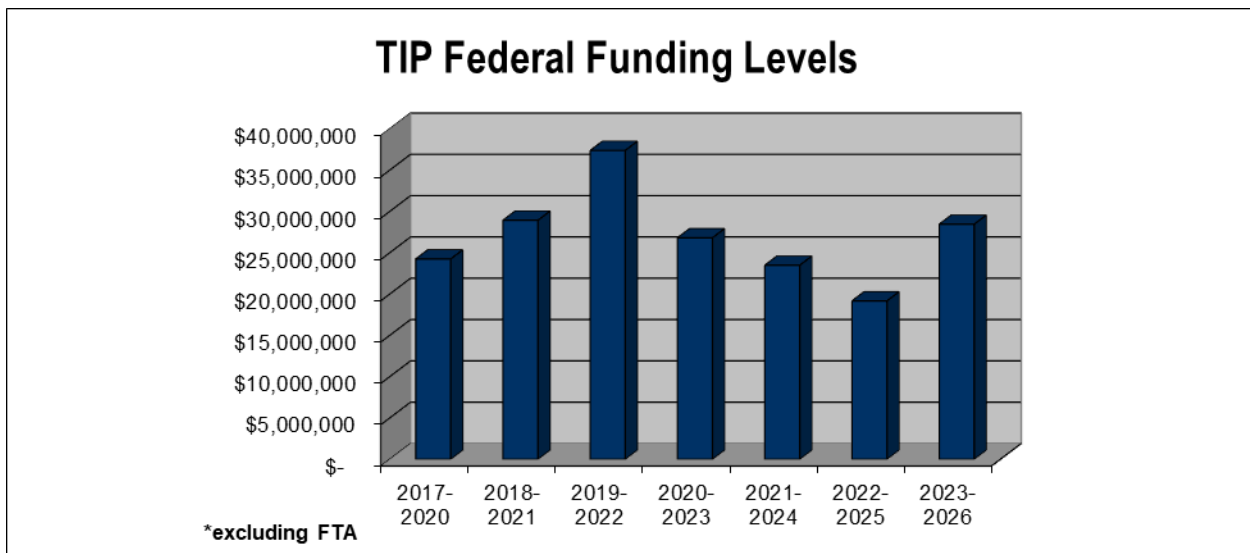
**2024-2027 Non-Mapped TIP Projects**

<b><u>TIP Project ID</u></b>	<b><u>Project Description</u></b>	<b><u>Project Year</u></b>	<b><u>Type of Cost</u></b>	<b><u>Primary Jurisdiction Sponsor</u></b>	<b><u>Project Type</u></b>
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
113-24-002	Rail-Highway Crossing safety level of effort projects	2027	Const	OCR	Rail
113-24-003	Rail-Highway Crossing safety level of effort projects	2027	Const	WisDOT	Rail

## Chapter 5: Financial Capability & Constraint

Fiscal capability and constraint continue to play an important role in the development of the TIP and within *IJA*. 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 2019-2022. The O&M column represents 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	2019		2020		2021		2022		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	36.9	111.41	33.5	115.85	36.7	184.5	32.7	230	34.95	160.44
City of Superior	4.5	3.8	4.0	2.5	4.5	1.4	4.9	2.9	4.475	2.65
Douglas County	5.3	3.9	4.6	3.0	5.5	2.8	5.3	1.5	5.175	2.8
<b>TOTAL</b>	<b>\$46.7</b>	<b>\$119.11</b>	<b>\$42.1</b>	<b>\$121.35</b>	<b>\$46.7</b>	<b>\$188.7</b>	<b>\$42.9</b>	<b>\$234.4</b>	<b>\$44.6</b>	<b>\$165.89</b>

These averages are compared against the 2024-2027 TIP project costs in Table 5.2 to show that project costs in the 2024-2027 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: 2024-2027 Superior Area TIP (millions of dollars)**

Jurisdiction	2024	2025	2026	2027	Expenses 2024- 2027 (4yr total)	Revenue	
						Avg. Expend. (4 years)	
						O&M	Capital Outlay
WisDOT NW Region	10.444	.975	5.266	9.900	26.585	34.95	160.44
City of Superior	4.372	2.300	0	0	6.672	4.475	2.65
Douglas County	5.853	0	0	0	5.853	5.175	2.8
<b>TOTAL</b>	<b>\$20.669</b>	<b>\$3.275</b>	<b>\$5.266</b>	<b>\$9.900</b>	<b>\$39.383</b>	<b>\$44.6</b>	<b>\$165.89</b>

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. Project development in 2024 is determined to be fiscally constrained. Project years 2025-2027 have expenditure increases per year at 2.48%, while revenue expenditures per year are 2.00% (per WisDOT for 2025-2027) is represented below in Table 5.4. 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**

	2024	2025	2026	2027
Requested*	13,434	2,312	3,991.8	8,717.8
Projected*	13,434	2,301	3,954.4	8,595.8

\* 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 2024-2027 Superior Area TIP. The table identifies specific sources of funding determined to be reasonably expected and available during the next four years.

**Table 5.5: Transit Funding Plan: 2024-2027 Superior Area TIP**

Source	2024	2025	2026	2027	4 yr Total
FTA	\$649,711	\$669,202	\$689,278	\$709,956	\$2,718,147
FHWA	\$0	\$0	\$0	\$0	\$0
Federal Total	\$649,711	\$669,202	\$689,278	\$709,956	\$2,718,147
Other (state/local)	\$1,090,540	\$1,123,256	\$1,156,953	\$1,191,661	\$4,562,410
TOTALS	\$1,740,251	\$1,792,458	\$1,846,231	\$1,901,617	\$7,280,557

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 2018-2020 and estimated 2021 figures (source: DTA/NWRPC\*). Table 5.7 shows the DTA’s total cost by project source and year (source: NWRPC).

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

<b>Expenditure</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021*</b>	<b>Annual Avg.</b>
Operations	\$17.7	\$18.4	\$17.7	\$18.23	\$18.00
Capital Outlay	\$13.4	\$2.3	\$12.1	\$12.46	\$10.06
<b>TOTAL</b>	<b>\$31.1</b>	<b>\$20.7</b>	<b>\$29.8</b>	<b>\$30.69</b>	<b>\$28.07</b>

**Table 5.7: Total Transit Costs by Project Type: 2024-2027 Superior Area TIP (millions of dollars)**

<b>Source</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>Expenses</b>	<b>Revenue</b>
					<b>2024-2027 TIP (4 yr totals)</b>	<b>Avg (annually)</b>
O&M	\$1.740	\$1.792	\$1.846	\$1.901	\$7.280	\$18.00
Capital Outlay	\$0	\$0	\$0	\$0	\$0	\$10.06
<b>TOTAL</b>	<b>\$1.740</b>	<b>\$1.792</b>	<b>\$1.846</b>	<b>\$1.901</b>	<b>\$7.280</b>	<b>\$28.07</b>

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 2.48% for years 2025-2027 and projected revenue and inflationary increase of 2.0% for years 2025-2027. Overall, the TIP is determined to be fiscally constrained based on available information.



**Table 5.8**  
**Programmed and Available Federal Funding for the 2024-2027 TIP**  
**(\$1,000)**

Funding Sources		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2024	2025	2026	2027	Total	2024	2025	2026	2027	Total
Federal Highway Administration	STP Urban	4,899		1,298.5	8,502.5	14,700	4,899		1,286.3	8,383.5	14,569
	LRIP-MSIGT		1,374.3			1,374.3		1,367.8			1,367.8
	LRIP-MSID	450				450	450				450
	STBG-R	3,722				3,722	3,722				3,722
	Protect			2,483.2		2,483.2			2,460		2,460
	STBG-U										
	SAFETY	1,799	220.3	210.1	215.3	2,445	1,799	219.3	208.1	212.3	2,439
	BR										
	NHS										
	CRP										
	NHHP	2,564	717.4			3,281	2,564	714			3,278
	TAP										
Total		13,434	2,312	3,991.8	8,717.8	28,456	13,434	2,301.1	3,954.4	8,595.8	28,285
Federal Transit Administration	Sec. 5307 Operating	649.7	669.2	689.2	709.9	2,718	649.7	669.2	689.2	709.9	2,718
	Sec. 5307 Capital	0	0	0	0	0	0	0	0	0	0
	5310	0	0	0	0	0	0	0	0	0	0
	Total		649.7	669.2	689.2	709.9	2,718	649.7	669.2	689.2	709.9

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## Chapter 6: Project Status Updates 2023-2026

The following is a status update on projects listed in the 2023-2026 TIP. Information for this section is up-to-date as of August 2023. Some projects have realized budget changes. These changes have not been reflected in the Estimated Costs columns, but are noted in the Project Status column. For more detailed project status information, contact the sponsoring agency. The *Annual List of Obligated Projects* can be found at [www.dsmic.org](http://www.dsmic.org).

### PROJECT STATUS UPDATES 2023-2026

#### 2023 Roadway Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
Douglas County 113-21-003	CTH C MN State Line to Barnes Rd – Reconstruction STBG-R 8758-00-72	PE ROW CONST  TOTAL	3,722   3,722	   	931   931	4,653   4,653	Project deferred to 2024
WisDOT 113-21-019	East Second Street 2 <sup>nd</sup> Ave E – Hughitt Ave 1.556 Real Estate 1198-03-23	PE ROW CONST  TOTAL	   	211   211	   	211   211	Project deferred to 2024
City of Superior 113-23-001	Oliver-Superior MN/WI State Line to STH 35 Pavement Resurfacing 4.682 miles STPG-U 8760-00-71	PE ROW CONST  TOTAL	450   450	   	2,280   2,280	2,730   2,730	Project deferred to 2024 with total project cost now \$4,761, fed \$3,752, state \$938, local \$71
City of Superior 113-23-002	Hammond Avenue Belknap to N 21 <sup>st</sup> Street Reconstruction LRIP / MSID	PE ROW CONST  TOTAL	450   450	   	2,280   2,280	2,730   2,730	Project deferred to 2024
WisDOT 113-23-010	Marina Drive Marina Drive N to Barkers Island 0/0 miles STBG-U 8998-00-61	PE ROW CONST  TOTAL	271.24   271.24	   	67.8   67.8	399.04   399.04	Project complete
WisDOT 113-23-012	STH 105 MN/WI State Line to STH 35 0.0 miles, Real Estate 8760-00-21	PE ROW CONST  TOTAL	   	18.5   18.5	   	18.5   18.5	Project authorized and deferred to 2024

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-23-013	STH 35 CTH B S to 69 <sup>th</sup> St Resurface 8.54 miles STBG-R 8010-00-07	PE ROW CONST  TOTAL	192  192	48  48		240  240	Project complete
WisDOT 113-23-014	IH 535 St Louis River Bridge B16-005-0001 to 0005 0.0 miles State Funded 1199-00-09	PE ROW CONST  TOTAL		250  250		250  250	Project complete
City of Superior 113-23-015	STH 105 Culvert Replacement on unnamed tributary to Pokegama River – PE 0.0 miles 8760-00-02	PE ROW CONST  TOTAL	102.8  102.8	25.7  25.7		128.5  128.5	Project complete
WisDOT 113-23-017	USH 2 & STH 35 Replace Streelight fixtgures to LED - PE 0.0miles CRP 8998-00-45	PE ROW CONST  TOTAL	10  10			10  10	Project completion expected 2023
WisDOT 113-23-018	USH 2 & STH 35 Replace Streelight fixtgures to LED - PE 0.0miles CRP 8998-00-46	PE ROW CONST  TOTAL		74.1  74.1	31.1  31.1	105.2  105.2	Project authorized and anticipated for completion in 2022
WisDOT 113-23-019	STH 13 Engdahl Rd to USH 53 Pavement Marking 5.89miles 1001-18-61	PE ROW CONST  TOTAL	46.4  46.4	11.6  11.6		58  58	Project completion expected in 2023
WisDOT 113-23-020	St Louis River BR B16-0005-0001 to 0005 Final Design PE Reimbursement to MN 0.0miles 1199-00-10	PE ROW CONST  TOTAL		159  159	141  141	300  300	Project completion expected in 2023
WisDOT 113-23-021	St Louis River BR B16-0005-0001 to 0005 Final Design PE 0.0miles 1199-00-11	PE ROW CONST  TOTAL		225.25  225.25	199.75  199.75	425  425	Project completion expected in 2023
WisDOT 113-23-022	St Louis River BR B16-0005-0001 to 0005 ROW 0.0miles 1199-00-11	PE ROW CONST  TOTAL		2,300  2,300		2,300  2,300	Project completion expected in 2023

## 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 113-21-001	Hammond Avenue N21 <sup>st</sup> St to N28 <sup>th</sup> St Reconstruction 0.50 miles 8998-00-36	PE ROW CONST	1,147		288	1,435	Project on schedule for completion in 2024
		TOTAL	1,147		288	1,435	
WisDOT 113-21-002	USH 53/East 2nd Street 2 <sup>nd</sup> Ave E to Hughitt Ave/Blatnik Bridge Resurface NPP 1198-03-73	PE ROW CONST	2,383	596	55	3,034	Project on schedule for 2024 with total project cost now \$3,237, fed \$2,564, state \$64, local \$32
		TOTAL	2,383	596	55	3,034	
WisDOT 113-21-011	USH 53/East 2 <sup>nd</sup> Street E Street Intersection Safety Improvements HSIP 1198-03-80	PE ROW CONST	832	98		930	Project on schedule for 2024 with total project cost now \$1,262, fed \$1,136, state \$126
		TOTAL	832	98		930	
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	
City of Superior 113-23-003	E. 5 <sup>th</sup> Street 24 <sup>th</sup> Ave E to 31 <sup>st</sup> Ave E Preliminary Engineering Reconstruction Local funding	PE ROW CONST			207	207	Project on schedule for completion in 2024
		TOTAL			207	207	

### 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	1,078	269		1,347	Project on schedule for 2025 with total project cost now \$875 with \$700 federal and \$175 state
		TOTAL	1,078	269		1,347	
City of Superior 113-23-004	East 5 <sup>th</sup> Street 24 <sup>th</sup> Ave E to 31 <sup>st</sup> Ave E Reconstruction LRIP MSIGT MSSIS	PE ROW CONST	1,341		959	2,300	Project on schedule for 2025
		TOTAL	1,341		959	2,300	

### 2026 Roadway Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-23-011	Marina Drive Marina Dr N to Barkers Island 0.14 miles STBG-U 8998-00-62	PE ROW CONST	1,236.38		973.81	2,210.19	On schedule for completion in 2026
		TOTAL	1,236.38		973.81	2,210.19	
WisDOT 113-23-016	STH 105 Culvert Replacement on unnamed tributary to Pokegama River 0.0miles 8760-00-72	PE ROW CONST	2,364.4	591.1		2,955.5	On schedule for completion in 2026
		TOTAL	2,364.4	591.1		2,955.5	

### 2023 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 ROW CONST		4			Project carried over to 2024
		CONST	7.5			7.5	
		TOTAL	7.5			7.5	

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
OCR 113-20-004	OCR Rail – Highway Crossing Safety Level of Efforts Projects  Safety	PE ROW CONST	100			100	On schedule for completion in 2023 if a project is identified
		TOTAL	100			100	
WisDOT 113-20-005	WisDOT Rail – Highway Crossing Safety Level of Efforts Projects  Safety	PE ROW CONST	100			100	On schedule for completion in 2023 if a project is identified
		TOTAL	100			100	
WisDOT 113-23-023	Short Cut Road – Town Superior BNSF RR X-ing 086404J X-ing Closure Incentive 8395-00-50	PE ROW CONST	30			30	On schedule for completion in 2023
		TOTAL	30			30	

### 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 ROW CONST	100			100	On schedule for completion in 2024 if a project is identified
		TOTAL	100			100	
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	
WisDOT 113-23-005	Crossing Signal Installation UP RR X-ing 186159J 0.0miles NHPP 1198-03-53	PE ROW CONST	282.8	70.7		353.5	Project cancelled and will not be completed
		TOTAL	282.8	70.7		353.5	
WisDOT 113-23-024	CTH C MN State Line – STH 35 BNSF RR X-ing 067768H Reconstruction Signal Replacement 8758-00-50	PE ROW CONST	282.8			70.7	On schedule for completion in 2024
		TOTAL	282.8			70.7	

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status	
			Federal	State	Local	Total		
WisDOT 113-23-025	CTH C MN State Line – STH 35 BNSF RR X-ing 067768H Reconstruction Signal Replacement 8758-00-51	PE					On schedule for completion in 2024	
		ROW				101		101
		CONST				101		101
		TOTAL						

### 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	CTH W (Chicago Ave) Village of Oliver WCL RR X-ing 251873N Rail Crossing Improvement Safety, WCL Local Match 1009-89-27	PE					Site specific project identified, and completion scheduled for 2025. \$100K place holder now replaced with project specific finance costs
		ROW	115	62	176	353	
		CONST	115	62	176	353	
		TOTAL	115	62	176	353	
WisDOT 113-22-005	WisDOT Rail – Highway Crossing Safety Level of Efforts Projects  Safety	PE					On schedule for completion in 2025 if a project is identified
		ROW	100			100	
		CONST	100			100	
		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					Project canceled and thus dropped from TIP
		ROW	202	12.6	37.9	252.5	
		CONST	202	12.6	37.9	252.5	
		TOTAL	202	12.6	37.9	252.5	

### 2026 Rail Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
OCR 113-23-006	OCR Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE					On schedule for completion in 2026 if a project is identified
		ROW	100			100	
		CONST	100			100	
		TOTAL	100			100	
WisDOT 113-23-007	WisDOT Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE					On schedule for completion in 2026 if a project is identified
		ROW	100			100	
		CONST	100			100	
		TOTAL	100			100	



**2023-2026 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 113-21-013	Various locations: Replacement of existing bus shelters, concrete pad and adjacent sidewalks repairs	PE ROW CONST	371.5		92.9	464.4	Project completed
		TOTAL	371.5		92.9	464.4	

**2023-2026 TRANSIT PROJECTS**

**DTA Projects**

Year	Project/Description	Federal Cost	State Cost	Local Cost	Fare Box Revenue	Total Cost
2023	DTA Sec. 5307 Operating Assistance	\$627,171	\$357,947	\$536,042	\$114,900	\$1,636,060
2023	DTA Sec. 5307 Operating Assistance – STRIDE	\$0	\$19,324	\$34,912	\$4,782	\$59,018
2024	DTA Sec. 5307 Operating Assistance - Regular Route	\$645,986	\$368,685	\$552,123	\$118,347	\$1,685,142
2024	DTA Sec. 5307 Operating Assistance – STRIDE	\$0	\$19,904	\$35,959	\$4,925	\$60,788
2025	DTA Sec. 5307 Operating Assistance – Regular Route	\$665,366	\$379,746	\$568,687	\$121,897	\$1,735,696
2025	DTA Sec. 5307 Operating Assistance – STRIDE	\$0	\$20,501	\$37,038	\$5,076	\$65,612
2026	DTA Sec. 5307 Operating Assistance – Regular Route	\$685,327	\$391,138	\$585,748	\$125,554	\$1,787,767
2026	DTA Sec. 5307 Operating Assistance – STRIDE	\$0	\$21,116	\$38,149	\$5,225	\$64,490

**2023 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 113-23-008	Funding of a Voucher Program for individuals with disabilities experiencing transportation barriers in 8 NW counties	161,180		161,180	322,360	2023	Program cycle CY 2023 – project on schedule for completion in 2023.
North Country Independent Living 113-23-009	Funding a mobility manager within NCIL	28,304		7,076	35,380	2023	Program cycle CY 2023– project on schedule for completion in 2023.

**2023 Transit Projects (5311)**

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

## Chapter 7: Community Impact Assessment

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

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

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

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

#2 113-21-002 USH 53 – 2<sup>nd</sup> Ave E to Hughitt Ave- Resurfacing (CY 2024)

#4 113-21-011 USH 53 - E 2<sup>nd</sup> Ave/E Street Intersection Safety Improvements (CY 2024)

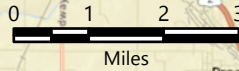
Minority Area TIP Project Listing (see map for general location)

#10 113-23-001 STH 105 MN/WI State Line to STH 35 – Pavement Resurfacing (2024)

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# Transportation Improvement Program Wisconsin MIC Area Projects 2024-2027 Minority and Low Income Populations



**2024-2027  
Transportation  
Improvement  
Projects**

**Project Year**

- 2024
- 2025
- 2026
- 2027

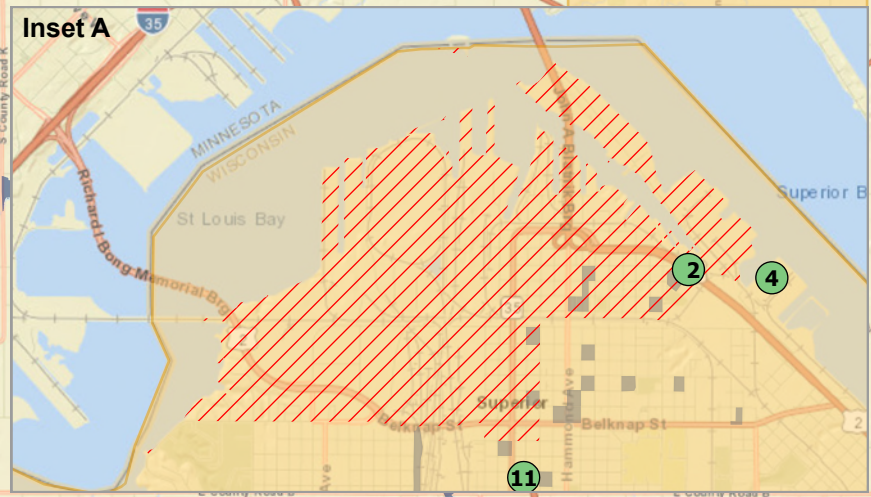
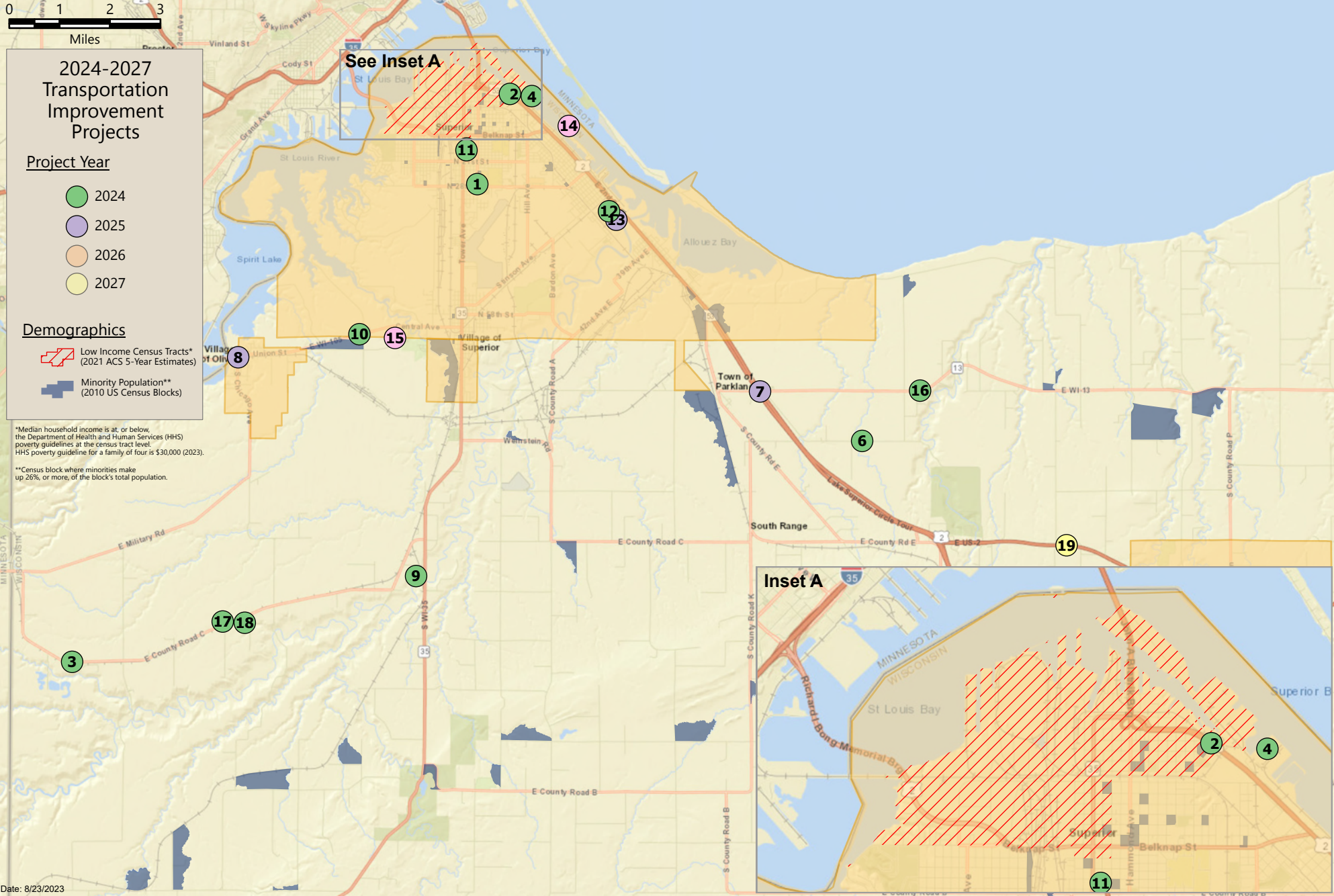
**Demographics**

- 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 \$30,000 (2023).

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

**See Inset A**



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## Chapter 8: Public Involvement

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

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

### 2023-2026 MIC TIP Public Participation

- Correspondence to agencies seeking calendar year 2027 project requests and other 2024-2026 project activities not listed with the 2023-2026 TIP were sent to representative agencies in June 2023 soliciting candidate multi-modal transportation projects.
- The draft TIP projects were reviewed by the MIC on August 16, 2023 and action by the MIC officially approved releasing the draft TIP document for public comment beginning September 1, 2023.
- The 2024-2027 Superior Urbanized TIP will be posted on or before August 31 to the MIC and NWRPC websites prior to publication of the legal notice officially opening the 30-day public comment period on September 1, 2023.
- Legal notice on the 30-day public comment period will be published on September 1, 2023 in *The Superior Telegram*. A copy of the public notice and affidavit will be 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 is scheduled for September 15, 2023. MIC staff will present the 2024-2027 TIP and to answer questions during the information session.
- Public comments and staff communication to questions related to the draft TIP will be summarized and included in the appendix.
- The Transportation Advisory Committee (TAC) will take action on the 2024-2027 TIP on October 17, 2023. A summary of public comments will be included in the appendix.

- The MIC will take action on the 2024-2027 TIP on October 18, 2023. A summary of public comments will be 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](http://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](mailto: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](http://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](http://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](mailto: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**

## **NOTICE OF 30-DAY PUBLIC COMMENT PERIOD**

### **Draft 2024-2027 Transportation Improvement Program for the Superior Metropolitan Area**

The Duluth-Superior Metropolitan Interstate Council (MIC), has prepared a Draft Calendar Year 2024-2027 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 2024-2027.

To view the Draft TIP online, visit [www.dsmic.org/transportation-improvement-program/superior2027](http://www.dsmic.org/transportation-improvement-program/superior2027).

**Public comments are being taken from September 1 through September 30, 2023 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](mailto: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 Friday, September 15, 2023 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/superior2027](http://www.dsmic.org/transportation-improvement-program/superior2027).**

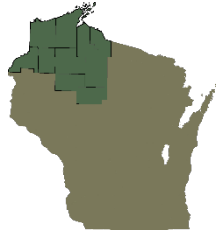
The Draft TIP, along with all comments received, will be considered for final approval at the MIC Board meeting on October 18, 2023. The final version of the 2024-2027 TIP will list all transportation projects that have been planned and programmed for federal funding within the greater Superior, WI area 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.

## **Appendix III**

### **Consultation and Outreach Letters**





Northwest Regional Planning Commission

**NWRPC**

*keeping your future as our focus*

*Serving communities within and counties of*

**ASHLAND, BAYFIELD, BURNETT,**

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

August 31, 2023

«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 2024-2027 Superior Urbanized Area Transportation Improvement Program. Beginning September 1, 2023, 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 2024-2027 draft Superior Urbanized Area TIP. The document can be found at [www.dsmic.org/transportation-improvement-program/superior2027](http://www.dsmic.org/transportation-improvement-program/superior2027) beginning September 1, 2023. A virtual public meeting will be held September 15, 2023 from 12:00pm-12:30pm via Microsoft Teams with details for the virtual meeting found at [www.dsmic.org/transportation-improvement-program/superior2027](http://www.dsmic.org/transportation-improvement-program/superior2027).

The 2024-2027 Superior Urbanized Area Transportation Improvement Program will be presented to the MIC on Wednesday, October 18, 2023 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](http://www.dsmic.org).

If you have any comments or questions, please contact me at 715-635-2197, by email at [sjohnson@nwrpc.com](mailto: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
Charles	Thannum	NW WisDOT Tribal Liaison	701 N 4th Street	Superior	WI	54880
		Douglas County Historical Society	1101 John Ave	Superior	WI	54880
Zack	Devoe	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
Jason	Nordberg	FHWA	525 Junction Rd, Suite 8000	Madison	WI	53717
Evan	Gross	FTA	200 West Adams St, Suite 320	Chicago	IL	60606
Sara	Husen	WisDOT - Central Office	P.O. Box 7913	Madison	WI	53707
Scott	Luostari	Lakeside	3729S Pine Central	Poplar	WI	54864
Stephen	Moen	Parkland	4580 S CTH K	South Range	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**

# **Appendix V**

## **Resolutions**