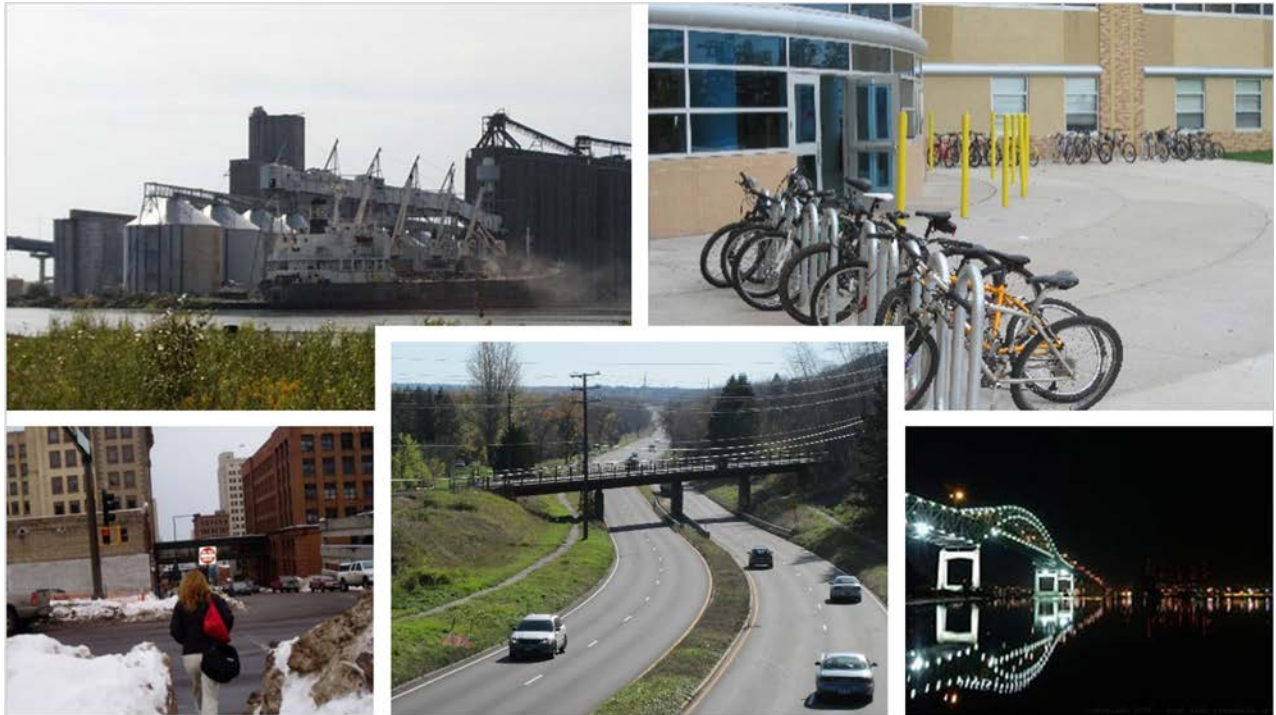


Duluth-Superior Metropolitan Interstate Council



2024- 2025

Unified Transportation Planning Work Program and Budget



Approvals	
MIC Policy Board:	10/18/23
MnDOT:	12/08/23
FTA/FHWA - MN:	12/21/23
FTA/FHWA - WI:	12/26/23
WisDOT:	01/01/24
Amendment #1:	02/01/24

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Duluth-Superior Metropolitan Interstate Council FY 2024 - 2025 Unified Transportation Planning Work Program and Budget (UPWP)

Adopted October 18, 2023

Amended February 1, 2024

This document is available online at dsmic.org/upwp

Printed copies are available by contacting the MIC by email or by phone (contact info below)

Prepared by
Duluth-Superior Metropolitan Interstate Council



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



[Arrowhead Regional Development Commission](#)

and

[Northwest Regional Planning Commission](#)



Acknowledgements

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For more information on the MIC's Title VI program and/or the procedures to file a complaint, contact MIC Director Ron Chicka at rchicka@ardc.org, by phone at (218) 529-7506, by mail or by visiting in person at the MIC office (address below). Complaint instructions and forms can also be found in the Title VI Non-Discrimination Program and Limited-English Proficiency Plan online at dsmic.org/titlevi-policy. If you would like a printed copy of the complaint instructions and forms mailed or emailed to you, or if this information is needed in another language or another format, please contact the MIC. A printed complaint form is also available at the MIC office.

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**Duluth-Superior Metropolitan Interstate Council
2024 - 2025 Unified Transportation Planning Work Program**

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DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

Policy Board, Advisory Committee and Staff Members

September 2023

MIC Policy Board	Transportation Advisory Committee
Broc Allen – Douglas Co. Suburban Townships	Chris Belden – Duluth Transit Authority (<i>Vice Chair</i>)
Hannah Alstead – Duluth City Council	Chris Carlson – City of Superior
Ed Anderson – Superior Citizen Representative	Kate Ferguson – Duluth Seaway Port Authority
Nick Baker – Douglas County Board (WI Co-chair)	Jim Foldesi – St. Louis County
Wayne Boucher – City of Hermantown (MN Co-Chair)	James Gittemeier – City of Duluth Planning
Annie Harala – St. Louis County Board	Jason Jackman – Douglas County Engineering
Mark Johnson – Superior City Council	Todd Janigo – City of Superior
Rosemary Lear – Douglas County Board	Chris Lee – City of Duluth
Nick Ledin – Superior City Council	John Mulder – City of Hermantown
Mike Mayou – Duluth City Council	Cari Pedersen – City of Duluth
Sam Pomush – Douglas County Board	Jess Rich – City of Proctor
Bob Quade – Rice Lake City Council	Dena Ryan – WisDOT NW Region
Randy Skowlund – Douglas County Board	Karl Schuettler, The Northspan Group
Tom Szukis – Duluth Transit Authority Board	Cindy Voigt – City of Duluth
Jenny Van Sickle – Superior City Council	Maren Webb – MnDOT District 1 Planning
Chad Ward – City of Proctor Mayor	Tom Werner – Duluth Airport Authority
Scott Welsh – St. Louis County Suburban Townships	Skip Williams – Active Transportation Representative
Mike Wenzholz – City of Duluth Citizen Representative	Vacant – MnDOT District 1

Harbor Technical Advisory Committee

Ed Anderson – MIC Policy Board Representative	Joel Johnson – Lakehead Boat Basin, Inc.
Dan Belden - WLSSD	Shawn Krizaj – City of Duluth Fire Dept
Cameron Bertsch – Douglas County LWCD	Jason Laumann – NWRPC
Brian Boder – St Louis County Public Works	Sam Lobby St Louis River Alliance
Steve Brossart – US Army Corps of Engineers	Robb McGhie Perkins Specialized Transp Contracting
Natalie Chin, Ph. d – WI Sea Grant	Ed Montgomery – Sea Service, L.L.C.
CMDR Jarrod M. DeWitz – USCG/MSU Duluth	Nick Patterson – JF Brennan Company Inc.
John Downing – MN Sea Grant/UMD	Patrick Phenow – MnDOT
Marshall Elder – Midwest Energy Resources	Jason Reeves Compass Minerals
Matti Erpestad – Recreation – Non-Motorized	Amanda Rosebrock -FDL Band of LS Chippewa
Ken Gerasimos – Great Lakes Fleet/Key Lakes	Dena Ryan – WisDOT – Northwest Region
James Gittemeier City of Duluth	Jason Serck – City of Superior
Gary Glass – Izaak Walton League	Bri Speldrich – Mn DNR
Cherie Hagen – WI Dept of Natural Resources	Jeff Stollenwerk – Duluth Seaway Port Authority
Dan Hartman - DECC	Lou Weichseldorfer – CN
Barb Huberty – MPCA	

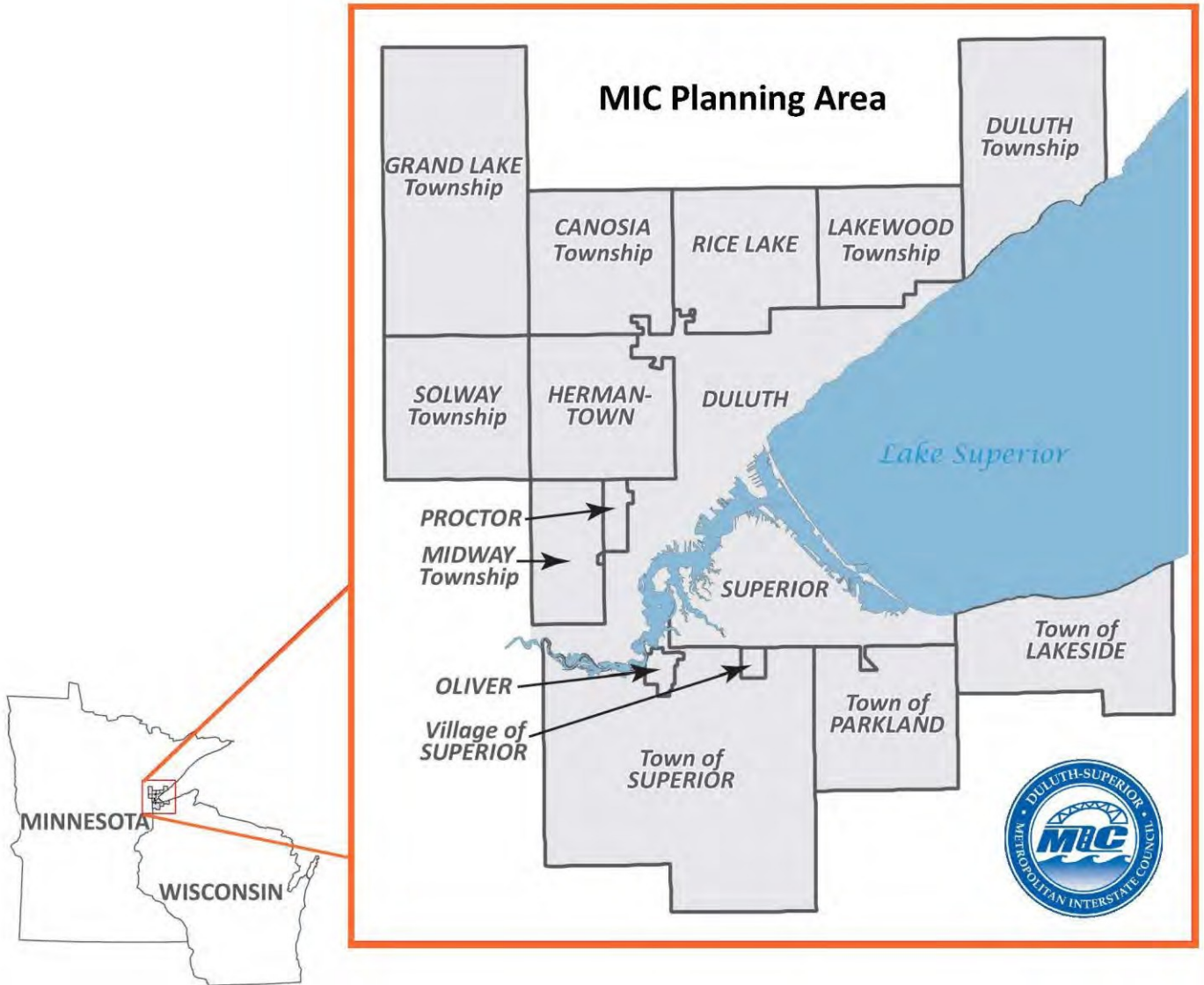
Bicycle and Pedestrian Advisory Committee (BPAC)

Carol Andrews – St Louis County Public Works	Judy Gibbs – Citizen Representative
Chris Belden – Duluth Transit Authority	Dick Haney – Friends of Western Duluth Parks & Trails
Chris Carlson – City of Superior Public Works	Cari Pedersen – City of Duluth Engineering
Andrea Crouse – Zeitgeist Arts/SHIP/Active	Dena Ryan – WisDOT
Justin Dean – Bike & Ped Representative	Denis Sauve – Bike & Ped Industry Representative
Jason DiPiazza – Citizen Representative	Skip Williams – Active Transportation

MIC Staff

Tari Aanonsen – Administrative/ Assistant	Prescott Morrill – Planner
Ron Chicka – Director	Ricky Sarran - GIS Specialist
Sheldon Johnson – Deputy Director	Rondi Watson – Senior Planner, Communications Specialist
	Mike Wenholz – Principal Planner

MIC Planning Area



Population History

	1990	2000	2010	2015	2020	2015-20 Growth
United States	248,709,873	281,421,906	308,745,538	316,515,021	331,449,281	14,934,260
Minnesota	4,375,099	4,919,479	5,303,925	5,419,171	5,706,494	287,323
Wisconsin	4,891,769	5,363,675	5,686,986	5,742,117	5,893,718	151,601
St. Louis County, MN	198,213	200,528	200,226	200,506	200,231	-275
Douglas County, WI	41,758	43,287	44,159	43,799	44,295	496
MIC (MN)	109,841	113,033	115,242	115,719	116,838	1,119
<i>Duluth city</i>	85,493	86,918	86,265	86,178	86,697	519
<i>Hermantown city</i>	6,761	7,448	9,414	9,627	10,221	594
<i>Proctor city</i>	2,974	2,852	3,057	3,060	3,120	60
<i>Rice Lake city</i>	3,883	4,139	4,095	4,119	4,112	-7
<i>Grand Lake township</i>	2,355	2,621	2,779	2,789	2,720	-69
<i>Lakewood township</i>	1,799	2,013	2,190	2,449	2,276	-173
<i>Canosia township</i>	1,743	1,998	2,158	2,213	2,206	-7
<i>Solway township</i>	1,772	1,842	1,944	1,919	2,016	97
<i>Duluth township</i>	1,561	1,723	1,941	1,872	2,039	167
<i>Midway township</i>	1,500	1,479	1,399	1,493	1,431	-62
MIC (WI)	31,686	32,133	32,386	31,822	32,027	205
<i>Superior city</i>	27,134	27,368	27,244	26,817	26,751	-66
<i>Superior town</i>	1,911	2,058	2,166	2,035	2,264	229
<i>Parkland town</i>	1,326	1,240	1,220	1,330	1,231	-99
<i>Lakeside town</i>	569	609	693	581	681	-112
<i>Superior village</i>	481	500	664	700	677	-23
<i>Oliver village</i>	265	358	399	359	423	64
Total MIC	141,527	145,166	147,628	147,541	148,865	1,324

Duluth-Superior Metropolitan Interstate Council

MISSION: *Guiding the future of transportation for the Twin Ports area.*

PURPOSE & OBJECTIVES:

Our region's mobility, quality of life, economic growth and competitiveness is based on our multi-modal transportation network. Every household and business depend on transportation for the movement of people and goods. A transportation system is the urban framework upon which a city or metropolitan area develops.

Transportation systems need to move commodities and people economically, safely and without restraint. They also need to accommodate all users, whether they travel by car and truck, rail, water, air, bike, transit or on foot. These objectives have many challenges but must ultimately be met if we are going to achieve a higher quality of life for the people of our region.

Because many governmental units and agencies have spheres of responsibility that impact the metropolitan transportation system, it is necessary that they all cooperate in exploring the challenges and opportunities together. The best way to accomplish this objective is through a cooperative program that represents all local units of government in a metropolitan area. The Duluth-Superior Metropolitan Interstate Council (MIC) provides the leadership forum for this important activity to occur.

The objectives of the MIC and its work activities, described in this document, are:

- ⦿ **To solve** major transportation issues and/or problems that affect multiple jurisdictions or agencies within the Duluth-Superior metropolitan area.
- ⦿ **To develop** detailed transportation information to encourage decisions that both enhances livability and optimizes the movement of people and goods throughout the metropolitan area.
- ⦿ **To make** the transportation network comprehensive, safe and fully integrated.
- ⦿ **To gain** the maximum benefit from each public transportation investment.
- **To respond** to the social, economic and environmental interests of the region by conducting an area-wide transportation planning process that seeks out and incorporates the expressed needs and concerns of the area's residents, groups, units of government and affected agencies.

Summary of 2023 Key Accomplishments

Duluth Area I-35 Corridor Plan

The objective of this two-year, consultant-led plan was a comprehensive long-term corridor plan that systematically addresses current and future needs in a prioritized way and responds to input obtained from a wide range of community stakeholders. Work conducted this year included completing a technical assessment of the 14-mile study corridor and the development of design alternatives to address the identified deficiencies. In addition, the scope of work was expanded, with financial assistance from MnDOT, to conduct a more detailed analysis of the Thompson Hill area to better understand and document environmental concerns and to further refine design concepts which may include a truck climbing lane, additional interchange designs at Grand and Central Avenues, and concepts for improved pedestrian/bike connections under I-35 in the West Duluth/Spirit Valley neighborhoods.

Additional Phase 2 public engagement work focused on obtaining stakeholder input into the proposed designs for key intersections, including detailed discussions with the Project Steering Committee, the Transportation Advisory Committee, and the MIC Policy Board. Selected designs were presented to two focus groups representing port/freight and Downtown/Canal Park interests for feedback, a well-attended public open house was held, and a public survey was distributed that generated 366 responses. Final tasks will include the development and committee and stakeholder review of a draft document, and presentation of the final Plan for approval by the MIC Policy Board in December.

MIC Area Safety Action Plan

The goal of this planning project was to prepare a comprehensive safety action plan that identifies prioritized recommendations to guide traffic safety efforts to reduce and/or eliminate risk factors for roadway crashes in the Duluth-Superior metro area. Recent federal guidance indicates that a formal policy-based Safety Action Plan is encouraged to attain federal funding to correct roadway deficiencies that lead to collision-related deaths and injuries.

Tasks completed to date included gathering collision data for the metropolitan functional roadway system and the development of a crash history database, stakeholder public engagement, and determining the first steps toward implementation. The MIC is now current and can partly satisfy local/regional needs and federal transportation guidance.

For the most recent round of SS4A planning grants, the MIC submitted a proposal for the entire planning area. (In the third quarter of 2023 we anticipate learning of award.) We submitted for \$250,000 in federal funds with a \$62,500 local match for a total project budget of \$312,500.

Roadway Planning and Coordination

As part of the MIC's transportation planning and technical assistance role within the Duluth-Superior area, MIC Staff participated in the following initiatives:

Gnesen Road Vision Plan Project – St. Louis County has advanced a vision plan for bike, pedestrian, and general roadway improvements along Gnesen Road in Duluth. The MIC assisted with the project technical advisory committee to interpret new and changing community needs for this corridor. MIC staff assisted with multimodal components of the project along the corridor, derived from prior MIC planning efforts, including recommendations for delineated or protected bikeway facilities, improved pedestrian facilities,

pedestrian-scale lighting for enhanced safety and aesthetics, and potential roundabout proposals.

Tower Ave (Belknap to 28th) Modeling Project – The MIC’s traffic modeling consultant (AECOM) conducted a traffic analysis as part of a safety and operational plan of Tower Avenue in the City of Superior. The scope of the project was extended from Belknap to 21st Street to 28th street and MIC staff assisted with multimodal components of the project at key locations based on our prior plans and studies. This planning effort looks promising for the potential development of a “road diet” (4- to 3-lane conversion) being applied along the corridor. There are various operational issues from a traffic perspective that will need to be considered, and numerous pedestrian and safety improvements that could be implemented, should this project come to fruition.

London Road Reconditioning Project – MnDOT District 1 is advancing a roadway project from 26th Avenue East to Lester River in Duluth, evaluating the existing roadway for improvements in 2025 and 2026. MnDOT has a consultant design engineer working with them to consolidate input obtained from community outreach and consultation with City of Duluth staff. MIC staff assisted with multimodal components of the project at key locations derived from prior MIC planning efforts. These include narrowing the driving lanes and parking lanes to allow bike and pedestrian improvements, intersection safety upgrades, and concepts for roundabouts at two locations, 26th and 40th Avenues East.

Blatnik Bridge Reconstruction Planning –MIC staff members continued to serve on several advisory committees and specialty work groups related to Minnesota and Wisconsin DOT’s planning efforts for the future improvement or replacement of the Blatnik Bridge between Duluth and Superior. MIC staff is involved to provide our perspective on the multimodal user needs of such a facility.

Transit Planning and Coordination

MIC staff continued to work cooperatively with DTA staff to promote and program projects and services that support and encourage transit use, to stay abreast of transit policy decisions, and to provide area-wide planning updates.

Harbor Planning and Coordination

The MIC continued to provide technical assistance and stakeholder coordination for intermodal transportation issues within the Duluth-Superior port and harbor. This included facilitating the Harbor Technical Advisory Committee (HTAC) and two issue-based subcommittees for dredging and navigation. HTAC is comprised of environmental regulatory agencies from both states, the US Army Corps of Engineers, US Coast Guard, the Seaway Port Authority, local jurisdictions, public interest organizations, and private industry representatives. The HTAC met four times this year (in a hybrid, in-person and online format) to discuss harbor-related issues and concerns, promote the harbor’s economic and environmental importance, and provide sound planning and management recommendations to the MIC.

Transportation Improvement Programs (TIPs) for Duluth and Superior

Numerous amendments and administrative modifications were made to the 2023-2026 Duluth and Superior TIPs, in accordance with the MIC’s Public Involvement Plan. In addition, the annual process of soliciting, prioritizing, and seeking public comment to develop and adopt the upcoming

program of projects (for 2024-2027) was conducted for both the Duluth and Superior metropolitan areas, in accordance with the timelines established by MnDOT and WisDOT MPO TIP and DOT.

STIP Coordination

Conversations with MnDOT Central office and District 1 staff continued with the goal of improved coordination and mutual understanding of each agency's TIP and STIP processes, timelines and public engagement requirements. The first annual Local Projects Workshop was held with MnDOT, St Louis County, and other constituent jurisdictions, to review the 2023-2026 and 2024-2027 Duluth Area TIPs and to improve communication and workflow across jurisdictions.

Performance Measures

In accordance with federal requirements and guidance from WisDOT and MnDOT, the MIC adopted the updated statewide targets for Safety (PM1), Infrastructure Condition (PM2), and System Reliability (PM3) for inclusion in Duluth- and Superior- area Transportation Improvement Programs (TIPs) and the 2050 update of the long-range Metropolitan Transportation Plan.

Carbon Reduction Program

As part of the Carbon Reduction Program (CRP), the MIC was allocated funds for FY 2023 for the Duluth-Superior area and MIC staff began working with subgroups of jurisdictional representatives on both sides of the MIC area (MN and WI) to outline the project types for which to apply CRP funds. It was agreed to allocate funds to the existing 2024 Woodland Avenue Reconstruction in the Duluth Area TIP, increasing the project total from \$3M to \$3.1M for pedestrian improvements, and for the City of Superior to pursue an application to use approximately \$74,000 of these funds toward replacing street lighting with energy efficient alternatives on East 2nd (Hwys 2/53).

Bicycle and Pedestrian Planning and Coordination

The Bike and Ped Advisory Committee (BPAC) to the MIC met four times this year, providing a stakeholder forum for discussing bike and pedestrian issues which face this region, as well as hands- on assistance with bike and pedestrian work tasks. This year's topics included potential bike/ped facilities on the upcoming the London Road reconstruction and Blatnik Bridge replacement projects, and opportunities for Transportation Alternatives and SRTS grants.

The two established subcommittees to the BPAC, the Bike and Pedestrian Subcommittees each met four times this year, providing a stakeholder discussion forum and technical advisory assistance for future Bikeway Plan and Pedestrian Plan updates, respectively. This work includes consideration of existing gaps and needs in our bike and pedestrian networks, as well as goals for future improvements to our bike and pedestrian transportation facilities.

In addition, MIC staff continued to accumulate bike counts at defined times of the year across the MIC area to add onto existing database and responded to requests to count the CCT Detour through the Lincoln Park Business District with guidance from the City of Duluth as well as a count of the Pedestrian Bridge Crossing stairs by Railroad Street over I-35 at the request of MnDOT.

Long-Range Planning

Work on the 2050 update of the MIC's 2045 long-range Metropolitan Transportation Plan (MTP) began this year with the assistance of consultants AECOM. Initial tasks included the development of an MTP-specific Public Engagement Plan, stakeholder identification, determining overall goals

and objectives, updating MIC-area demographics and demographic trends, and conducting two MIC-area jurisdictional consultations to gain input into observed and emerging transportation issues and to discuss potential improvement projects and financial projections for inclusion in the final plan.

Administration/Program Coordination

The MIC Director and other MIC staff members conducted numerous administrative tasks including:

- Participation on numerous statewide planning efforts in both Minnesota and Wisconsin
- UPWP – budget development and approval.
- Attended (virtual) statewide MPO Directors meetings in Madison with the Wisconsin contingent and in St. Paul with the MnDOT and FHWA/FTA contingent.
- Planned and conducted monthly Policy Board and TAC meetings.
- Participated in meetings as a member of both the AMPO Board of Directors and AASHTO's Census Transportation Planning Products Oversight Board.
- Analyzed state and federal issues and reported to the MIC Policy Board on matters concerning the impacts of the federal transportation reauthorization bill and approvals of continuing resolutions at the federal level.

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SHORT RANGE PLANNING

MIC Area Safety Action Plan – Phase 3

(402401)

Objective: *The project objective is to prepare a comprehensive safety action plan that will be consistent with the U.S. Department of Transportation’s National Roadway Safety Strategy towards the goal of zero deaths and serious injuries on the nation’s roadways. The Safety Action Plan will identify prioritized recommendations to guide traffic safety efforts in reducing or eliminating risk factors for roadway crashes and qualify local jurisdictions to compete for related federal funds.*

Background

This plan will build upon the Phase 1 and Phase 2 Safety Action Plan efforts completed in 2022 and 2023, including crash data analysis, identification of safety emphasis areas and risk factors, risk factor development and selection, and risk factor data collection. Components of the Safety Action Plan will include (a) screening and prioritization of the previously identified six key emphasis areas; (b) selection of countermeasures; (c) identification of potential project improvements and prioritization of future projects.

Major Work Activities

The work will be consultant-led with assistance from MIC staff. An advisory committee, comprised of representatives of MnDOT, WisDOT, St. Louis County Public Works, Douglas County Public Works, and the cities of Duluth, Superior, Hermantown, Proctor, and Rice Lake, will provide input into the planning work as well as leadership that ties back to the local jurisdictions for monitoring implementation.

1. Screen Emphasis Areas

- A. Complete the data collection and organization for all risk factors identified in Phase 2 of this project:
 - Safety Emphasis Area 1 (Rural Undivided Roads) – None
 - Safety Emphasis Area 2 (Urban TWSC Intersections) – Collect data for intersections of functionally classified roadways and intersections along two-lane urban roads. It is assumed data will be collected for 500 intersections.
 - Safety Emphasis Area 3 (Signalized intersections) – Compile data collected by agencies.
 - Safety Emphasis Area 4 (Urban Intersection - Bike/Ped) – Collect data for intersections of functionally classified roadways and intersections within zones with high bike/ped activity. It is assumed data will be collected for 500 intersections.
- B. Conduct a risk assessment of each network element identified.
 - The risk assessment will include identifying whether or not a risk factor is present for each network element. Weighting of the risk factors may be necessary based on the type of network elements identified for each emphasis area.
- C. Prioritize all network elements within their unique emphasis area by evaluating the results of the risk assessment.

2. Select Countermeasures

- A. Identify a comprehensive list of possible proven safety countermeasures that address safety concerns for each network element for the six safety emphasis areas.
 - Identify safety countermeasures in coordination with the MIC and necessary stakeholders.

- B. Estimate the safety benefit for each countermeasure to assist in selecting the best performing countermeasures for each safety emphasis area network element.
 - Justify the safety benefit of each selected countermeasure by obtaining and evaluating safety performance data made available by FHWA and AASHTO (i.e., Crash Modification Factors or Safety Performance Functions).
 - Rank each countermeasure based on the estimated safety performance.
- C. Select potential improvements based on the countermeasures with the best safety performance.
 - Identify network elements in the project area where these potential improvements can provide the greatest safety benefit.

3. Prioritize Safety Improvements

- A. Develop a decision process for selecting countermeasures for each safety emphasis area network element.
 - This process will vary for each network element and will reflect the safety effectiveness of the countermeasure given its expected safety improvement, other countermeasures selected for the network element, site-specific attributes affecting countermeasure effectiveness, etc.
- B. Develop high-level cost estimates for each potential improvement identified. High-level cost estimates will be developed as cost 'per mile', 'per intersection', or 'per installation'.
- C. Prioritize potential improvements based on cost, anticipated safety improvement, project impacts, public outreach needs, and project funding.

Final Product

Safety Action Plan project report, including summaries of the Phase 1, Phase 2, and Phase 3 Safety Action Plan tasks. Anticipated completion date is on or before December 31, 2024.

Budget

\$114,683 CY 2024 (budget includes 100 staff hours; \$9,681.00 staff budget plus \$105,002 for consultant)

BICYCLE / PEDESTRIAN PLANNING, COORDINATION & IMPLEMENTATION (402480)

Objective: *To implement various bicycle and pedestrian planning activities and tasks to improve the bicycle and pedestrian environment in the Duluth-Superior Metropolitan Area.*

Background:

The ISTEA federal legislation passed in 1991, called for metropolitan planning organizations (MPOs) to include bicyclists and pedestrians within the transportation planning process. This prompted the MIC to adopt and regularly update the Metropolitan Bikeways (1994, 2019) and Pedestrian Plans (1999, 2021) with a goal to improve the bicycle and pedestrian environment in the region. In 2010 the MIC instituted the Bike and Pedestrian Advisory Committee (BPAC) in response to SAFETEA-LU (2005) legislation, prompting more MPO input in bike and pedestrian infrastructure issues. With the passage in 2021 of the IIJA, funding was increased across a variety of bike/ped programs, and additional language stressing the importance of bike and pedestrian planning going forward.

Major Work Activities

- Facilitate the Bicycle/Pedestrian Advisory Committee (BPAC) consisting of representatives from local and state jurisdictions, organizations and agencies.
- Provide project assistance by working in coordination with local jurisdictions to inform the bicycle- and pedestrian-related design elements of major transportation projects and to bring forward relevant recommendations from the MIC's Metropolitan Bikeways and Pedestrian Plans for implementation.
- Assist local jurisdictions in coalition building and public participation to implement and acquire funding for bicycle and pedestrian projects.
- Participate in ad hoc bicycle and pedestrian-related events and other initiatives conducted by local municipalities, agencies and organizations.

Special Projects – Short Range

Metropolitan Bikeways Plan Update: Work with the BPAC and its subcommittees to update the 2019 Duluth-Superior Metropolitan Bikeways Plan (2024).

Duluth–Superior Metropolitan Safe Routes to School: Provide technical assistance, planning support and coordination with schools and local roadway jurisdictions on plans, projects and programs.

Cross City Trail: Provide coordination and technical assistance to implement and fund the Lakewalk to Munger Trail missing connection.

Bicycle & Pedestrian Counts: Continue to develop the Twin Ports bicycle and pedestrian count program. Evaluate the program, and to ensure long term sustainability. Continue to work with ARDC Planning and MIC-area jurisdictions to assist in various bike and pedestrian count initiatives, including but not limited to the use of the MIC's automated counters. Continue to build relationships with jurisdictions agencies and organizations, especially public works departments.

Final Product

Products vary depending on the specific tasks within this element. Some tasks are purely administrative or coordination in nature.

For 2024, this element includes 2.5%, \$10,422 of Minnesota FHWA funds, \$1,328.39 of Wisconsin FHWA funds, and \$17,317.45 of Wisconsin FTA funds, set-aside for complete streets and bike/ped projects; these funds will be used through the BPAC and its subcommittees to work with local jurisdictions to provide safe and accessible transportation options within their projects. They will also work towards keeping the MIC Bike Plan and MIC Pedestrian Plan a living document and make updates when needed.

In addition, for 2025, this element includes 2.5%, \$10,734.05 of Minnesota FHWA funds, \$1,328.39 of Wisconsin FHWA funds, and \$17,317.45 of Wisconsin FTA funds, set-aside for complete streets and bike/ped projects; these funds will be utilized in 2025 similar to the utilization in 2024.

Budget

\$ 51,100	CY 2024 (MIC Budget includes an estimated 950 staff hours)
\$ 53,800	CY 2025 (MIC Budget includes an estimated 950 staff hours)

Roadway Planning, Coordination & Implementation

(402481)

Objective: *To continue the MIC’s transportation planning and technical assistance role in roadway planning within the Duluth-Superior metropolitan area; implementation follow-up meetings with jurisdictions and/or analysis of previously conducted planning efforts.*

Special Projects – Short Range

Traffic Signal System Assessment: Convene a multi-jurisdictional advisory committee to identify jurisdictional priorities, develop a scope of work and determine jurisdictional financial contributions to a 2025 project budget for a consultant-led, MIC-Area area-wide Traffic Signal System Assessment. The project would utilize findings from the MIC’s 2024 Safety Action Plan, and, if implemented, would improve safety at intersections for all modes of travel (vehicular, bicycle, and pedestrian), and could benefit transit, emergency services and traffic operations and future Connected and Automated Vehicle (CAV) technology.

North Tower Avenue -Belknap to 28th St: The City of Superior’s Tower Avenue Road Diet Feasibility Study is continuing, and the scope has been extended from 21st to 28th Street. The MIC has provided our Travel Demand Model to the consultant team, and they are analyzing the impacts of re-directed traffic on the network as well as the multimodal potential of this roadway.

Blatnik Bridge: Coordinate with MnDOT and WisDOT by participating in the project steering committee as well as public and stakeholder engagement activities for this major transportation project.

MIC Area Roadway Capacity Study: In accordance with a recommendation from the MIC’s 2045 long-range Metropolitan Transportation Plan, begin to research and compile a database of area roadway facilities that might be candidates for a 4- to 3-lane reduction.

Budget

\$ 57,000	CY 2024 (MIC Budget includes an estimated 700 staff hours)
\$ 53,700	CY 2025 (MIC Budget includes an estimated 700 staff hours)

Harbor Planning, Coordination & Implementation

(402482)

Objective: *To continue the MIC’s transportation planning and technical assistance role by providing guidance and assistance with intermodal transportation issues within the Duluth-Superior harbor.*

Ongoing Work Activities

- Provide primary staff support for the MIC’s Harbor Technical Advisory Committee (HTAC).
- Provide a forum for interagency discussion and cooperation on harbor business and environmental issues.
- Provide support and staff time toward the development of the Dredge Material Management Plan (DMMP) for the ports of Duluth and Superior.
- Assist in finding and promoting viable use/reuse of dredge materials locally.
- Assist with efforts to establish Environmental Windows (in harbor and estuary) to provide greater certainty for work in and near the water. This is a MN Sea Grant lead effort in conjunction with the Dredging Subcommittee. The MIC staff will assist where needed.
- Assist the Duluth Seaway Port Authority as needed with redevelopment or use of the Clure Terminal or Clure Expansion, such as CN Cargo Connect.
- Assist with implementation of the St Louis River Area of Concern Implementation Framework.
- Advocate for port use and improvements.
- Support and advocate for the implementation of the recommendations of the MICs Port Land Use Plan. Many recommendations concern ongoing maintenance (for example – maintaining navigable channels and good roadway access to waterfront industry) and have ongoing utility. The recommendations require cooperation by a variety of agencies/jurisdictions.
- Seek additional funding sources to supplement work activities (as needed via special projects).
- Staff HTAC subcommittees (Dredging, Navigation & Safety, Membership & Bylaws
- Report HTAC activities to the MIC Policy Board.
- Present the HTAC as a model for other ports and communities to replicate.

Final Product

Provide staff support to the MIC Harbor Technical Advisory Committee and its subcommittees at meetings throughout the year. Staff also conducts research on specific harbor issues and/or interacts with partners or consultants hired to undertake special studies.

Budget

\$ 55,600	CY 2024 (MIC Budget includes an estimated 775 staff hours)
\$ 57,400	CY 2025 (MIC Budget includes an estimated 775 staff hours)

Transit Program Administration, Coordination and Monitoring (402483)

Objective: *To ensure a coordinated and effective transit planning process is carried out within the Duluth-Superior Metropolitan area. MIC staff will maintain its technical assistance role by working cooperatively with the Duluth Transit Authority (DTA) on programs that affect and promote transit use.*

Major Work Activities

- Prepare and attend regular meetings of the DTA Board of Directors and other ad hoc meetings with DTA staff.
- Provide regular progress reports on transit planning activities to ARDC, NWRPC and state and federal agencies.
- Provide continued support/assistance to DTA including data needs and analysis as they set in place their restructured service; “Better Bus Blueprint” Comprehensive Operations Analysis.
- Assist DTA with strategic planning initiatives and ADA items, as needed.
- Assist NWRPC and/or jurisdictions including the City of Superior with update of their Coordinated Public Transit-Human Services Transportation Plan.
- Assist ARDC and/or jurisdictions including the City of Duluth with update of their Coordinated Public Transit-Human Services Transportation Plan.
- Complete quarterly invoices and progress reports for submittal to state and federal agencies.

Special Projects: MIC Staff will continue to assist the DTA staff as the need arises. Update our DTA-DOT-MIC Memorandum of Understanding (MOU). .

Bus Rapid Transit Corridor Study: The DTA will be leading a study with a consultant that will assess the feasibility of bus rapid transit (BRT) and will evaluate the needs along two to three primary corridors that are planned for high-frequency transit. MIC staff will provide assistance on a steering committee for this DTA project.

Budget

- \$ 47,700 CY 2024 (MIC Budget includes an estimated 750 staff hours)
- \$ 49,800 CY 2025 (MIC Budget includes an estimated 750 staff hours)

Freight Planning, Coordination & Implementation

(402484)

Objective: *To continue the MIC’s transportation planning and technical assistance role regarding the issue of freight movement both landside and waterborne within and through the Duluth-Superior metropolitan area and the broader northeast Minnesota-northwest Wisconsin region.*

Major Work Activities

- Continue consultation with WisDOT and City of Superior regarding long term planning options for US HWY 2/Winter St corridor and Belknap Street regarding freight movement (still relevant issue).
- Work with all area agencies and jurisdictions toward implementing the recommendations and policies outlined in the Minnesota and Wisconsin Freight Plans.
- Assist with the most recent update of the State of Wisconsin’s Freight Plan and participate on the Freight Advisory Committee.
- Continue efforts to integrate freight movement needs into mainstream transportation planning.
- Integrate freight movement needs into the MIC’s long range Metropolitan Transportation Plan.
- Monitor area freight needs, review and update recommendations of the MIC’s Truck Route Study and the MnDOT District 1 Regional Freight Plan. Focus on OS/OW loads in the network.
- Represent the greater Minnesota MPOs on the Minnesota Freight Advisory Committee (MFAC) at its quarterly meetings in the Twin Cities.

Budget

\$ 27,700 CY 2024 (MIC Budget includes an estimated 400 staff hours)
\$ 28,800 CY 2025 (MIC Budget includes an estimated 400 staff hours)

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LONG RANGE PLANNING & COORDINATION

LONG RANGE PLANNING AND COORDINATION

(462024)

Objective: *In October 2019 the MIC adopted its current long range Metropolitan Transportation Plan (MTP) – Sustainable Choices 2045. The two-year planning process to develop the 2050 update of the MTP began in 2023. Throughout 2024 MIC staff, with consultant assistance, will continue to develop the 2050 update of the MTP for adoption by the MIC Policy Board in October and final agency approvals by the end of 2024.*

Major Work Activities

Long range planning tasks will include:

1. 2050 Metropolitan Transportation Plan Update

- Continue jurisdictional consultations and public engagement activities to identify local transportation issues, needs and priorities;
- Define a community-supported vision for the MIC area’s multimodal transportation network;
- Develop goals and objectives that support the MTP’s vision;
- Identify emerging transportation trends and technologies;
- Develop recommendations for policy and/or topics for possible future study as they relate to the MIC area;
- Ensure all federally required elements, including the 10 planning factors, are adequately covered in the MTP;
- Work with local partners to gather necessary data for multiple sections of the MTP;
- Identify future system performance needs based on jurisdictional consultations and the updated Travel Demand Model (TDM);
- Collect information from jurisdictions to assess condition and performance of the multimodal transportation network;
- Collect data for system performance assessment and progress in meeting state performance targets;
- Complete the development of a project scoring metric;
- Determine financial resources including historic and projected funding levels and sources;
- Perform financial constraint analysis;
- Identify illustrative projects that helps support the MIC’s transportation network vision but that do not fit within the fiscally constrained elements of the plan;
- Complete the update of the MIC area socioeconomic report based on 2020 Census data;
- Assess project impacts on low-income and minority populations, including environmental justice analysis;
- Conduct environmental mitigation, archaeological and historical resources consultations;
- Assess system security and resiliency and develop related strategies;
- Run up to 3 future scenarios based on the MIC’s Travel Demand Model, including one that models a full closure of the Blatnik Bridge; others to be determined.

- Work with jurisdictions and consultants as needed to “ground truth” the output from the updated TDM;
- Conduct public engagement activities, including open house or related opportunities, to gain feedback and elicit comments on the draft document and identify responses to those comments;
- Prepare MTP drafts for required oversight agency, public, TAC, and MIC Board reviews;
- Conduct public engagement activities, including open house or related opportunities, to gain feedback and elicit comments on the draft document and identify responses to those comments;
- Prepare final MTP document for adoption by the MIC Board in October and agency approvals by the end of the year.

2. Travel Demand Model (TDM) Update

- Update socioeconomic data that is at the foundation of the Duluth-Superior Travel Demand Model, as well as exploring options for improving its associated process, structure, and/or inputs. This will include moving from a TAZ-based model to one that is census block based, in accordance with the new standard of data collection.
- Provide assistance with some elements of the planning process, including public engagement and demographic trends, and develop content for various sections of the Plan.

3. Minnesota and Wisconsin Statewide Planning Initiatives

- Continue work with WisDOT and MnDOT on implementation measures related to the state’s long-range multi-modal plans, highway investment plans and statewide freight plans.

4. Transportation Performance Management

- In coordination with MnDOT and WisDOT, MIC staff will adopt updated federally required transportation performance measure targets for the MIC planning area.

5. Traffic Signal System Assessment

- Begin to document the MIC area’s traffic signal coordination and technology as a project that has connections to the Safety Action Plan and possible transit and emergency service benefits, if implemented. Such a database may assist efforts with transit signal priority plans and provide a template for Connected and Automated Vehicle (CAV) technology.

Final Product

The 2050 update of the Metropolitan Transportation Plan, Sustainable Choices 2050, including Travel Demand Model technical memo, and other long range planning tasks as described

Budget

\$ 228,018	CY 2024 (MIC Budget includes 2,225 staff hours and \$75,000 for consultant)
\$ 208,500	CY 2025 (MIC Budget includes 2,325 staff hours and \$40,000 for consultant)

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TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Transportation Improvement Program (TIP)

(472024)

**2024 – 2027 Transportation Improvement Programs (CY 2024) and
2025 – 2028 Transportation Improvement Programs (CY 2025)**

Objective: *To develop the Duluth and Superior-area Transportation Improvement Programs (TIPs) for submission to federal and state sources. The MPO is charged with developing and promoting programs and projects that best meet the needs of the regional transportation network.*

Ongoing Work Activities

- Meet with member jurisdictions to discuss possible project submittals.
- Ensure that federal investments are tied to planning, priorities and policies as defined in the MIC's current Long-Range Transportation Plan.
- Solicit, review and confirm MTP compliance for all new projects that are to be included in the TIP and assist MnDOT with Area Transportation Partnership (ATP) as member of steering committee and work group.
- Complete all federal requirements pertaining to draft and final TIP development, including fiscal constraint analysis, Environmental Justice analysis and mapping, summarizing proposed projects' effect on Performance Measure and Transit Asset Management targets, relating TIP projects to the federal planning factors, consulting with state and federal agencies, and conducting public engagement in accordance with the MIC's Public Involvement Plan.
- Present final TIPs to Transportation Advisory Committee and MIC Policy Board for approvals; transmit approved TIP to federal and state agencies.
- Amend or administratively modify current (approved) TIPs in response to requested changes in project schedules and/or scopes of work, and conduct public engagement in accordance with the MIC's Public Involvement Plan.

Special Projects – Short Range

TIP Project Change Request Form

Develop an Amendment/Administrative Modification Request form that Duluth-area jurisdictions can use when proposing changes to the current (approved) TIP project lists. For completion Fall 2024 for the Duluth 2025-2028 TIP.

Final Product

Each state's TIP will follow a schedule as determined by MnDOT and WisDOT in coordination with MIC and NWRPC staff.

Budget

- \$ 84,400 CY 2024 (MIC Budget includes an estimated 1,200 staff hours)
- \$ 88,800 CY 2025 (MIC Budget includes an estimated 1,200 staff hours)

MIC ADMINISTRATION

Program Administration, Coordination and Monitoring

Purpose: *Ensure a coordinated and effective transportation planning process is carried out within the Duluth-Superior metropolitan area.*

Objective: To ensure a coordinated and effective transportation planning process is carried out within the Duluth-Superior metropolitan area.

Major Work Activities Program Administration

- Project task administration and communication between the MIC and its advisory committees.
- Prepare budgets and quarterly progress reports.
- Administer strategic planning for the MPO staff and advisory committees.
- Assist MnDOT and WisDOT with grant applications, as need.
- Provide the MPO Policy Board, ARDC Board, Northwest Wis RPC Board and other relevant agencies and/or public leaders with information on the MPO's planning functions.

Program Coordination

- Consult with all MIC-area levels of government.
- Conduct mid-year review meeting with state and federal agencies.
- Track and/or respond to federal and state transportation issues.
- Cooperate with ARDC staff and all MPO jurisdictions with regard to GIS activities.
- Prepare and conduct ad hoc meetings to promote transportation initiatives.

Work Program Development & Monitoring

- Prepare a comprehensive Work Program (including amendments) each year.
- Prepare and monitor invoices, quarterly reports and other administrative functions.
- Monitor status of the Consolidated Planning Grant as it relates to Work Program development.

Statewide and District Planning

- Assist both MnDOT and WisDOT in statewide multimodal planning efforts.
- The MIC's Travel Demand Model will be made available upon request to assist area jurisdictions with their transportation planning initiatives.

Training, Workshops and Conferences

- Attend WISDOT and MNDOT statewide MPO directors' meetings as scheduled.
- Attend various statewide functions or workshops relevant to the MIC.
- Attend workshops that promote staff development. These will take the form of computer software training, personal writing, and speaking courses or similar presentation skills training.
- Attend/participate on Association of Metropolitan Planning Organization (AMPO)'s Board of Directors. Spring 2024-25— Annual Board meeting; Fall 2024-25— National Meeting/Conference; plus meetings of AMPO Tech Committee (virtual and in-person).
- Attend select National Association of Development Organizations (NADO) and American Planning Association (APA) workshops and conferences.
- Continue to implement and conduct staff training as necessary for the MIC's Title VI and LEP requirements.

(continued)

Communication Initiatives

We will continue to maintain and update our dsmic.org website and employ a range of traditional and online media outlets to effectively communicate with project stakeholders and the public about our transportation planning activities.

All planning activities that are open to the public (e.g., meetings of the MIC Policy Board, advisory committees, open houses for the TIP and MTP), will continue with a hybrid meeting model so that participants will have the option of attending either in person or virtually (online via Microsoft Teams).

Final Product

Final products take the form of budgets, working papers, group facilitation, meeting attendance, training sessions, report writing, staff oversight, etc. All are ongoing tasks carried out throughout the course of the year.

Budget

\$ 323,355	CY 2024 (MIC Budget includes an estimated 3,745 staff hours)
\$ 335,800	CY 2025 (MIC Budget includes an estimated 3,745 staff hours)

MIC Administration

MIC Administrative Cost Allocation

NOTE:

Beginning with the 2015 CY Budget, the MIC accounts for financial staff time from our host agency (ARDC) in a manner changed from prior years. ARDC administrative staff time is incorporated into our budget in the same manner as any other staff person of the MIC. (Hour estimates for ARDC staff are noted on page vi). A copy of the 2023 ARDC Cost Allocation Plan can be found on our website at: [2023 ARDC Cost Allocation Plan](#).

Additionally, billable items such as building use space, utilities and other items previously within the indirect component of the budget are, likewise, now accounted for within the direct expenditure component (Program Administration – this element) of the budget.

2024 BUDGET

MIC Unified Transportation Planning Work Program

2024 FUNDING SOURCES

MINNESOTA

Consolidated Planning Grant (CPG – Minnesota)	\$ 709,087
Minnesota State Funds (MnDOT)	\$ 50,600
Arrowhead Regional Development Commission (ARDC – Match)	\$ 141,803

MINNESOTA TOTAL **\$ 901,490**

WISCONSIN

Federal Highway Administration (CPG -Wisconsin)	\$ 70,453
Wisconsin State Funds (CPG Match-WisDOT)	\$ 3,210
Northwest Regional Planning Commission (Local Match-NWRPC)	\$ 14,403

WISCONSIN TOTAL **\$ 88,066**

WISCONSIN + MINNESOTA FUNDING TOTALS **\$ 989,556**

**Anticipated funding levels – subject to change upon further review from all sources.*

Duluth – Superior Metropolitan Interstate Council
2024 TRANSPORTATION PLANNING PROGRAM ELEMENTS

Project Type	Project Name	Hours	Salaries	Fringe	Indirect	Direct	Totals*
Short Range							
MIC Area-wide	MIC Area Safety Plan	100	\$6,531	\$2,286	\$864	\$105,002	\$114,683
MIC Area-wide	Metropolitan Bike/Ped Planning	950	\$34,125	\$11,944	\$4,515	\$517	\$51,100
MIC Area-wide	Harbor Planning	775	\$36,892	\$12,912	\$4,881	\$915	\$55,600
MIC Area-wide	Freight Planning and Coordination	400	\$18,218	\$6,376	\$2,410	\$695	\$27,700
MIC Area-wide	Transit Planning	750	\$32,143	\$11,250	\$4,253	\$54	\$47,700
MIC Area-wide	Roadway Planning and Coordination	700	\$31,712	\$11,099	\$4,195	\$9,993	\$57,000
	Subtotal	3,675	\$159,621	\$55,867	\$21,118	\$117,177	\$353,783
Long Range							
MIC Area-wide	Long Range Planning/Coordination	2,225	\$94,957	\$33,235	\$12,563	\$87,263	\$228,018
TIP							
MN and WI	Transportation Improvement Programs	1,200	\$48,242	\$16,885	\$6,382	\$12,891	\$84,400
Administration							
MIC Area-wide	MIC Administration / Coordination	3,745	\$171,664	\$60,083	\$22,711	\$68,897	\$323,355
	TOTAL*	10,845	\$474,485	\$166,070	\$62,774	\$286,228	\$989,556

*Rounding results in some totals off by \$ 1.

Duluth - Superior Metropolitan Interstate Council
2024 COMBINED MN/WI COST SHARE ALLOCATION PERCENTAGE

	Total (MN/WI)	MN - CPG* Federal	MN - ST Match	MN - L Match	WI - CPG* Federal	WI - ST Match	WI - L Match
Short Range Planning	\$ 353,783	\$ 253,511	\$ 18,090	\$ 50,697	\$ 25,188	\$ 1,148	\$ 5,149
	100.00%	71.66%	5.11%	14.33%	7.12%	0.32%	1.46%
Long Range Planning	\$ 228,018	\$ 163,391	\$ 11,659	\$ 32,675	\$ 16,234	\$ 740	\$ 3,319
	100.00%	71.66%	5.11%	14.33%	7.12%	.32%	1.46%
TIP	84,400	\$ 60,479	\$ 4,316	\$ 12,094	\$ 6,009	\$ 274	\$ 1,228
	100.00%	71.66%	5.11%	14.33%	7.12%	.32%	1.46%
Administration	\$ 323,355	\$ 231,707	\$ 16,534	\$ 46,337	\$ 23,022	\$ 1,049	\$ 4,706
	100.00%	71.66%	5.11%	14.33%	7.12%	.32%	1.46%
TOTALS	\$ 989,556	\$ 709,087	\$ 50,600	\$ 141,803	\$ 70,453	\$ 3,210	\$ 14,403
	100.00%	71.66%	5.11%	14.33%	7.12%	0.32%	1.46%

Rounding results in some totals off by \$1.

** Consolidated Planning Grant*

**Duluth - Superior Metropolitan Interstate Council
2024 COST SHARE ALLOCATION -- MINNESOTA PORTION**

MIC Project Description	TOTAL	MN-CPG*	MN - State	MN - Local
	COSTS	Federal (a)	MATCH (a)	MATCH
Short Range Planning	\$ 322,298	\$ 253,511	\$ 18,090	\$ 50,697
	100.00%	78.66%	5.61%	15.73%
MIC Area Safety Plan	\$ 104,477	\$ 82,179	\$ 5,864	\$ 16,434
Metropolitan Bicycle / Ped Planning	\$ 46,552	\$ 36,617	\$ 2,613	\$ 7,323
Roadway Planning and Coordination	\$ 51,927	\$ 40,845	\$ 2,915	\$ 8,168
Harbor Planning and Coordination	\$ 50,652	\$ 39,841	\$ 2,843	\$ 7,967
Transit Planning	\$ 43,455	\$ 34,180	\$ 2,439	\$ 6,835
Freight Planning and Coordination	\$ 25,235	\$ 19,849	\$ 1,416	\$ 3,969
Long Range Planning	\$ 207,726	\$ 163,391	\$ 11,659	\$ 32,675
	100.00%	78.66%	5.61%	15.73%
Transportation Improvement Program	\$ 76,889	\$ 60,479	\$4,316	\$12,094
	100.00%	78.66%	5.61%	15.73%
MIC Administration	\$ 294,578	\$ 231,707	\$ 16,534	\$ 46,337
	100.00%	78.66%	5.61%	15.73%
TOTALS	\$ 901,485	\$ 709,087	\$ 50,600	\$ 141,803
	100.00%	78.66%	5.61%	15.73%

* Consolidated Planning Grant

** Rounding results in some totals off by \$1.

Duluth - Superior Metropolitan Interstate Council
2024 COST SHARE ALLOCATION -- WISCONSIN PORTION

MIC Project Description	TOTAL	WI-CPG*	WI - State	WI - Local
	COSTS	Federal (a)	MATCH (a)	MATCH
Short Range Planning	\$31,485	\$25,188	\$1,148	\$5,149
	100.00%	80.00%	3.65%	16.35%
MIC Area Safety Plan	\$10,206	\$8,165	\$372	\$1,669
Metropolitan Bicycle / Ped Planning	\$4,548	\$3,638	\$166	\$744
Roadway Planning and Coordination	\$5,073	\$4,058	\$185	\$830
Harbor Planning and Coordination	\$4,948	\$3,959	\$180	\$809
Transit Planning	\$4,245	\$3,396	\$155	\$694
Freight Planning and Coordination	\$2,465	\$1,972	\$90	\$403
Long Range Planning	\$20,293	\$16,234	\$740	\$3,319
	100.00%	80.00%	3.65%	16.36%
Transportation Improvement Program	\$7,511	\$6,009	\$274	\$1,228
	100.00%	80.00%	3.64%	16.36%
MIC Administration	\$28,777	\$23,022	\$1,049	\$4,706
	100.00%	80.00%	3.65%	16.35%
TOTALS	\$88,066	\$70,453	\$3,210	\$14,403
	100.00%	80.00%	3.64%	16.35%

* Consolidated Planning Grant

** Rounding results in some totals off by \$1

2024 MINNESOTA COMPLETE STREETS SET-ASIDE

MPO		Total	Federal	State	Local
Duluth-Superior	Available SATO Funding	\$801,490.00	\$629,085.00	\$50,600.00	
Non-SATO 80/20		\$785,978.75	\$618,663.00	\$50,600.00	\$116,715.75
* FHWA 2.5%	\$ 10,422.05	\$ 10,422.00	\$ 10,422.00	\$ 0.00	\$ 0.00
=PL Dist. Formula - Total		\$ 5,089.25	\$ 0.00	\$ 0.00	\$ 5,089.25
Total		\$801,490.00	\$629,085.00	\$50,600.00	\$121,805.00

**Amount to be spent on Complete Streets activities in 2024*

2024 WISCONSIN COMPLETE STREETS SET-ASIDE

MPO		Total	Federal	State	Local
Duluth-Superior	Available SATO Funding	\$88,066.23	\$70,452.98	\$3,210.43	\$14,402.81
Non-SATO 80/20		\$64,758.93	\$51,807.14	\$3,210.42	\$9,741.36
* FHWA 2.5% + FTA SATO	\$18,645.84	\$18,645.84	\$18,645.84	\$0.00	\$0.00
= PL Dist. Formula - Total		\$4,661.46	\$0.00	\$0.01	\$4,661.45
Total		\$83,404.77	\$70,452.98	\$3,210.42	\$9,741.36

**Amount to be spent on Complete Streets activities in 2024*

2025 BUDGET

MIC Unified Transportation Planning Work Program

2025 FUNDING SOURCES

MINNESOTA

Consolidated Planning Grant (CPG – Minnesota)	\$ 618,722
Minnesota State Funds (MnDOT)	\$ 50,600
Arrowhead Regional Development Commission (ARDC) - Match	\$ 119,212

MINNESOTA TOTAL	\$ 788,534
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WISCONSIN

Federal Highway Administration (CPG -Wisconsin)	\$ 70,453
Wisconsin State Funds (CPG Match-WisDOT)	\$ 3,210
Northwest Regional Planning Commission (Local Match-NWRPC)	\$ 14,403

WISCONSIN TOTAL	\$ 88,066
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WISCONSIN + MINNESOTA FUNDING TOTALS	\$ 876,600
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**Anticipated funding levels – subject to change upon further review from all sources.*

Duluth – Superior Metropolitan Interstate Council

2025 MIC TRANSPORTATION PLANNING PROGRAM ELEMENTS

Project Type	Project Name	Hours	Salaries	Fringe	Indirect	Direct	Totals*
Short Range							
MIC Area-wide	Metropolitan Bike/Ped Planning	950	\$35,826	\$12,539	\$4,740	\$695	\$53,800
MIC Area-wide	Harbor Planning	775	\$38,103	\$13,336	\$5,041	\$920	\$57,400
MIC Area-wide	Freight Planning and Coordination	400	\$18,830	\$6,591	\$2,491	\$888	\$28,800
MIC Area-wide	Transit Planning	750	\$33,510	\$11,729	\$4,433	\$128	\$49,800
MIC Area-wide	Roadway Planning and Coordination	700	\$32,796	\$11,479	\$4,339	\$5,086	\$53,700
	SUB TOTAL	3,575	\$159,065	\$55,673	\$21,044	\$7,718	\$243,500
Long Range							
MIC Area-wide	Long Range Planning/Coordination	2,325	\$105,148	\$36,802	\$13,911	\$52,639	\$208,500
TIP							
MN and WI	Transportation Improvement Program	1,200	\$50,599	\$17,710	\$6,694	\$13,797	\$88,800
Administration							
MIC Area-wide	MIC Administration / Coordination	3,745	\$177,922	\$62,273	\$23,539	\$72,066	\$335,800
	GRAND TOTAL*	10,845	\$492,734	\$172,457	\$65,189	\$146,220	\$876,600

*Rounding results in some totals off by \$ 1.

**DULUTH - SUPERIOR METROPOLITAN INTERSTATE COUNCIL
2025 COMBINED MN/WI COST SHARE ALLOCATION PERCENTAGE**

	Total	MN - CPG*	MN - ST	MN - L	WI - CPG*	WI - ST	WI - L
	(MN/WI)	Federal	Match	Match	Federal	Match	Match
Ongoing Planning	\$ 243,500	\$ 171,867	\$ 14,056	\$ 33,114	\$ 19,570	\$ 892	\$ 4,001
	100.00%	70.58%	5.77%	13.60%	8.04%	0.37%	1.64%
Long Range Planning	\$ 208,500	\$ 147,164	\$ 12,035	\$ 28,355	\$ 16,757	\$ 763	\$ 3,426
	100.00%	70.58%	5.77%	13.60%	8.04%	0.37%	1.64%
TIP	\$ 88,800	\$ 62,677	\$ 5,126	\$ 12,076	\$ 7,137	\$ 325	\$ 1,459
	100.00%	70.58%	5.77%	13.60%	8.04%	0.37%	1.64%
Administration	\$ 335,800	\$ 237,014	\$ 19,383	\$ 45,667	\$ 26,989	\$ 1,230	\$ 5,517
	100.00%	70.58%	5.77%	13.60%	8.04%	0.37%	1.64%
TOTALS	\$ 876,600	\$ 618,722	\$ 50,600	\$ 119,212	\$ 70,453	\$ 3,210	\$ 14,403
	100.00%	70.58%	5.77%	13.60%	8.04%	0.37%	1.64%

Rounding results in some totals off by \$1.

* Consolidated Planning Grant

**DULUTH - SUPERIOR METROPOLITAN INTERSTATE COUNCIL
2025 COST SHARE ALLOCATION
-- MINNESOTA PORTION --**

MIC Project Description	TOTAL COSTS	MN-CPG* Federal (a)	MN - State MATCH (a)	MN - Local MATCH
Ongoing Planning	\$219,037	\$171,867	\$14,056	\$33,114
	100.00%	78.46%	6.42%	15.12%
Metropolitan Bicycle / Ped Planning	\$48,394	\$37,973	\$3,105	\$7,316
Roadway Planning and Coordination	\$48,305	\$37,902	\$3,099	\$7,303
Harbor Planning and Coordination	\$51,632	\$40,514	\$3,313	\$7,805
Transit Planning	\$44,798	\$35,150	\$2,875	\$6,773
Freight Planning and Coordination	\$25,908	\$20,328	\$1,663	\$3,917
Long Range Planning				
Long Range Planning	\$187,554	\$147,164	\$12,035	\$28,355
	100.00%	78.46%	6.42%	15.12%
Transportation Improvement Program				
TIP	\$79,879	\$62,677	\$5,126	\$12,076
	100.00%	78.46%	6.42%	15.12%
Administration				
MIC Administration	\$302,064	\$237,014	\$19,383	\$45,667
	100.00%	78.46%	6.42%	15.12%
GRAND TOTALS	\$788,534	\$618,722	\$50,600	\$119,212
	100.00%	78.46%	6.42%	15.12%

* Consolidated Planning Grant

** Rounding results in some totals off by \$1.

**DULUTH - SUPERIOR METROPOLITAN INTERSTATE COUNCIL
2025 COST SHARE ALLOCATION
-- WISCONSIN PORTION --**

MIC Project Description	TOTAL COSTS	WI-CPG* Federal (a)	WI - State MATCH (a)	WI - Local MATCH
Short Range Planning	\$24,463	\$19,570	\$892	\$4,001
	100.00%	80.00%	3.65%	16.36%
Metropolitan Bicycle / Ped Planning	\$5,407	\$ 4,326	\$199	\$882
Roadway Planning and Coordination	\$5,397	\$4,317	\$199	\$881
Harbor Planning and Coordination	\$5,769	\$4,615	\$212	\$941
Transit Planning	\$5,005	\$4,004	\$184	\$817
Freight Planning and Coordination	\$2,894	\$2,316	\$107	\$472
Long Range Planning				
Long Range Planning	\$20,946	\$16,757	\$763	\$3,426
	100.00%	80.00%	3.64%	16.36%
Transportation Improvement Program				
TIP	\$8,921	\$7,137	\$325	\$1,459
	100.00%	80.00%	3.64%	16.36%
Administration				
MIC Administration	\$33,736	\$26,989	\$1,230	\$5,517
	100.00%	80.00%	3.65%	16.35%
GRAND TOTALS	\$88,066	\$70,453	\$3,210	\$14,403
	100.00%	80.00%	3.64%	16.36%

* Consolidated Planning Grant

** Rounding results in some totals off by \$1.

2025 MINNESOTA COMPLETE STREETS SET-ASIDE

MPO		Total	Federal	State	Local
Duluth-Superior	Available SATO Funding	\$788,534.00	\$618,722.00	\$50,600.00	
Non-SATO 80/20		\$772,634.94	\$607,987.95	\$50,600.00	\$114,046.99
* FHWA 2.5%	\$199,626.05	\$10,734.05	\$10,734.05	\$0.00	\$0.00
= PL Dist. Formula - Total		\$5,165.01	\$0.00	\$0.00	\$5,165.01
Total		\$788,534.00	\$618,722.00	\$50,600.00	\$119,212.00

*Amount to be spent on Complete Streets activities in 2025

2025 WISCONSIN COMPLETE STREETS SET-ASIDE

MPO		Total	Federal	State	Local
Duluth-Superior	Available SATO Funding	\$88,066.23	\$70,452.98	\$3,210.43	
Non-SATO 80/20		\$64,758.93	\$51,807.14	\$3,210.42	\$9,741.36
* FHWA 2.5%	\$18,645.84	\$18,645.84	\$18,645.84	\$0.00	\$0.00
= PL Dist. Formula - Total		\$4,661.46	\$0.00	\$0.001	\$4,661.45
Total		\$88,066.23	\$70,452.98	\$3,210.42	\$14,402.81

*Amount to be spent on Complete Streets activities in 2025

APPENDIX

MPO PLANNING PRIORITIES, PLANNING FACTORS & PLANNING EMPHASIS AREAS

Planning Priorities

The MIC's planning priorities not only meet the most critical planning needs identified within the Duluth-Superior area in accordance with area jurisdictions' comprehensive plans, but also closely align with federal and state transportation planning priorities. The IJA, MnDOT and WisDOT's modal and highway investment plans, and the MIC's 2045 Long-Range Transportation Plan together have created a comprehensive policy direction for the greater metropolitan area to work cooperatively to provide a well-maintained, integrated, accessible and multi-modal transportation system to safely and efficiently move people and freight.

The MIC's metropolitan planning area features a broad range of infrastructure across all modes of transportation (four Class I railroads, local roads, an Interstate highway, an international seaport, an international airport, a public transit system and miles of hiking and biking trails). The MIC's planning priorities, as reflected in our recent and upcoming planning initiatives, seek to preserve and develop these assets in accordance with our community values, including health of people and the environment, livable communities and equity, safety for all modes, moving people and goods and economic vitality.

In addition, our planning processes prioritize [public engagement](#) and the MIC's responsibility to provide full, fair and meaningful opportunities for participation by:

- Explicitly considering the needs of those who have been traditionally underserved by existing transportation systems, including households with low income, minorities, and people with disabilities, as well as those who travel by bus, bicycle and walking;
- Measuring and periodically assessing the reach and effectiveness of public involvement efforts;
- Measuring and assessing the extent to which demographics of public participants reflects the demographics of the local community;
- Employing a range of traditional and online media outlets to effectively communicate with project stakeholders and the public about our transportation planning activities;
- Continue with a hybrid meeting model so that participants will have the option of attending either in person or virtually (online via MS Teams).

Metropolitan Planning Factors

The Fixing America’s Surface Transportation (FAST) Act includes 10 planning factors that are to be applied to all aspects of the metropolitan planning process. These are:

1. Support the economic vitality of the United States, the States, metropolitan areas, and nonmetropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the 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 the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Metropolitan Planning Factors in the MIC’s 2023-2024 UPWP

UPWP Category	UPWP Elements	Metropolitan Planning Factors									
		1	2	3	4	5	6	7	8	9	10
Short Range	MIC Area – Traffic Signal Assessment Plan	X	X	X	X	X	X	X	X	X	X
	MIC Area Wide Safety Plan	X	X	X				X	X	X	X
Ongoing	Bike and Pedestrian Planning	X	X		X	X	X	X	X	X	X
	Roadway Planning	X	X	X	X	X	X	X	X	X	X
	Harbor Planning	X			X	X	X	X	X	X	X
	Transit Planning	X	X	X	X	X	X	X	X	X	X
	Freight Planning	X	X	X					X	X	X
Long Range	LRTP Update – Compliance	X	X	X	X	X	X	X	X	X	X
TIP	Duluth & Superior Transportation Improvement Programs	X	X	X	X	X	X	X		X	X
Administration	Unified Planning Work Program	X	X	X	X	X	X	X	X	X	X

Update based on: [https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450#p-450.306\(b\)](https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450#p-450.306(b))

Planning Emphasis Areas for use in the Development of Metropolitan Work Programs

The MIC's metropolitan transportation planning process is encouraged to incorporate Federal Highway Administration/Federal Transit Administration planning emphasis areas (PEAs), which include:

- 1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future.**
Providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals
- 2. Equity and Justice.**
Advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas.
- 3. Complete Streets.**
Review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.
- 4. Public Involvement.**
Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process.
- 5. Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination.**
Encourage MPOs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.
- 6. Federal Land Management Agency (FLMA) Coordination.**
Coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Enhance the integration and connectivity of the transportation system for all modes.
- 7. Planning and Environment Linkages (PEL).**
Implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the transportation planning process.
- 8. Data in Transportation Planning.**
Incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs.

IIJA Metropolitan Planning Emphasis Areas in the MIC's 2023-2024 UPWP

UPWP Category	UPWP Elements	Planning Emphasis Areas							
		1	2	3	4	5	6	7	8
Short Range	MIC Area – Traffic Signal Assessment	X	X		X	X	X	X	X
	MIC Area Wide Safety Plan	X	X	X	X			X	X
Ongoing	Bike and Pedestrian Planning	X	X	X	X		X	X	X
	Roadway Planning	X	X	X	X	X	X	X	X
	Harbor Planning	X	X		X	X	X	X	X
	Transit Planning	X	X	X	X	X	X	X	X
	Freight Planning	X	X		X	X	X	X	X
	L RTP Update	X	X	X	X	X	X	X	X
TIP	Duluth & Superior Transportation Improvement Programs	X	X	X	X	X	X	X	X
Administration	Unified Planning Work Program	X	X	X	X	X	X	X	X

Minnesota MPO Unified Planning Work Program Checklist

MPO: Duluth-Superior Metropolitan Interstate Council UPWP website: dsmic.com

MPO Contact name: Ron Chicka Phone: 218.529.7506 Email: rchicka@ardc.org

UPWP time period: 1.01.24 to 12.31.25

The table below identifies information that should be covered by the MPO's Unified Planning Work Program (UPWP). UPWPs are regulated under 23 CFR 450.308, 23 CFR 420, and FTA Circular C8100.1D. Complete the requested information as applicable.

Regulatory Citation <small>(23 CFR, except when noted otherwise)</small>	Key Item	Review Guidance / Description	Included in UPWP?	If yes, which page(s)?	Comments
420.111	Cover Page	Include MPO name	<u>Yes</u>		
		Include calendar years covered by the UPWP	<u>Yes</u>		
450.308(c)	Title Page	Include MPO name	Yes		
		Include calendar years covered by the UPWP	Yes		
		Identify MPO contact person, including name, phone number and email address	Yes		
		Identify the agencies providing funds for the UPWP; Option to include agency logos for easier identification	Yes		
		Include a USDOT disclaimer noting that the document was prepared with federal funds but does not reflect the views or policies of the United States Department of Transportation	Yes		
Best practice	Introduction	Include a table of contents	Yes	i	
		Include a fully executed MPO resolution approving the UPWP	Yes	45	
		Include a fully executed federal self-certification document	Yes	45	
Best practice	Map	Include a map showing MPO urbanized boundary and the Planning Area boundary	Yes	v	

Regulatory Citation (23 CFR, except when noted otherwise)	Key Item	Review Guidance / Description	Included in UPWP?	If yes, which page(s)?	Comments
Best practice	Staff	List primary MPO staff by name and title	Yes	iv	
Best practice	MPO membership	List of all policy board members, including names and affiliations	Yes	iii	
		List of all technical advisory members, including names and affiliations	Yes	iii	
		List of all technical committee(s) members, including names and affiliations (i.e., bicycle and pedestrian or harbor committees)	Yes	iv	
450.308(b)	Previous year's accomplishments	Summarize the MPO's previous year's accomplishments. This may include major studies completed, number of TIP/MTP amendments, Title VI and environmental justice related activities etc.	Yes	viii	
Best practice	Meetings	List all proposed policy board meeting dates	Yes	49, 50	
		List all proposed technical advisory committee and all technical committee meeting dates	Yes	49, 50	
		Include a note that meeting dates are subject to change	Yes		
450.308(c)	Federal Planning Factors	Discuss the planning priorities for the MPO and the ten federal planning factors	Yes	35	
450.308(c); 420.111(b)(1)	Funding	Include a summary budget table which identifies participating agencies with respective funding commitments by task with line and column totals	Yes	20	
		Include a funding source table which lists current funding by program source for each task with totals	Yes	21	
		Include a funding summary table that shows: federal share by type of	Yes	22	

Regulatory Citation (23 CFR, except when noted otherwise)	Key Item	Review Guidance / Description		Included in UPWP?	If yes, which page(s)?	Comments
		fund, matching rate by type of fund, state and/or local matching share, and other state and local funds				
420.113	Eligible Expenses	Include a cost allocation plan or link to MPO's cost allocation plan		Yes	18	
		Ensure all costs are eligible under the Metropolitan Planning funds		Yes		
450.308(c); 450.308(c); 420.111(b)(1)	Work Plan Elements Best practice examples: <ul style="list-style-type: none">• Portland, OR - Oregon Metro 2022 UPWP• Omaha, NE - MAPA FY2021 UPWP• Southeastern Wisconsin MPO - SEWRPC 2022 Overall Work Program	Task Identification	Include task number and title	Yes		
		Purpose	Discuss the purpose of the work element and/or individual work item/activity with at least two objectives	Yes		
		Description	Include a brief description of each individual work item/activity in sufficient detail to indicate who (e.g., MPO, State, public transportation operator, local government, or consultant) will perform the work	Yes	2-17	
		Final product(s)	Identify in sufficient detail the resulting products	Yes	2-17	
		Hours	Estimate the number of hours for work activities	Yes	21	
		Schedule	Include insufficient detail the schedule for completing the work (i.e., estimated milestone or	Yes		

Regulatory Citation (23 CFR, except when noted otherwise)	Key Item	Review Guidance / Description	Included in UPWP?	If yes, which page(s)?	Comments	
			benchmark dates as well as end dates)			
		Funding	<ul style="list-style-type: none"> • In sufficient detail estimate the proposed funding by major activity and task • In sufficient detail to indicate a summary of the total amounts and sources of Federal and matching funds • A description of work to be accomplished and cost estimates by activity or task 	Yes	20-25 21	
		Completion date	Identify the anticipated completion date or note if ongoing activity; identify previous work if task is a continuing item	Yes		
450.316	Public Participation	Ensure work program follows MPO’s public participation plan		Yes		
Ensure work program elements include public participation components that are compliant with 23 CFR 450.316		Yes				
Ensure document is publicly accessible		Yes		PIP 2021		
Title VI of the Civil Rights Act of 1964, 42	Title VI	Ensure work program includes Title VI requirements		Yes		Title VI Plan

Regulatory Citation (23 CFR, except when noted otherwise)	Key Item	Review Guidance / Description	Included in UPWP?	If yes, which page(s)?	Comments
U.S.C. 2000d et seq.					
Executive Order 13166	Language Access Plan	Ensure document complies with Limited English Proficiency requirements	Yes		
Americans with Disabilities Act Title II	ADA compliance	Ensure document is accessible	Yes		
IIJA – new ruling	2.5% Safe & Accessible Fund set-aside	Identify Safe & Accessible Transportation Option set-aside activities are This needs to account for a minimum of 2.5% of the MPO federal funds	Yes	1	

MPO comments:

WI - MPO UPWP Checklist

	Cover Page	Cover
1	Name of MPO agency and area represented	vii
2	UPWP Fiscal Year	Title
3	Contact Information for MPO	Title
4	Agencies providing funds or support – including agencies’ logos	Title
5	USDOT Disclaimer	Title
6	Introduction/Preface	vii
7	Table of Contents	
8	MPO Approval Resolution—to be signed	46
	Self-Certification-to be signed	46
9	Prospectus	N/A
10	Committee Lists-responsibilities, meetings	iii/49
11	Staff-names, positions and responsibilities	lii
12	Map-Regional MPO Coverage Area	v
a.	Planning Boundary	v
b.	Urbanized Area Boundary	v
c. *	Air Quality Boundary	N/A
13	Eleven Planning Factors	35
14	UPWP	i-50
a.	Definition of UPWP purpose	vii
b.	Summary of previous year’s accomplishments	viii
c.	Status of current activities	Refer to Quarterly Reports
15	WORK ELEMENTS (Description of major work products and tasks)	1-19
a.	UPWP	i-50
b.	Administration	15-17
c.	TIP – Development/Maintenance	14
d.	LRTP – Development/Maintenance	10-11
e. *	Congestion Management Process/ITS	N/A

MPO UPWP Checklist, continued...

15	<i>Continued</i>	
h. *	Air Quality Planning	N/A
	i). Modeling	11
*	ii). CMAQ Application Process	N/A
i.	Public Involvement plan – Updated 2021	N/A
j.	Surveillance (Data Collection)	N/A
k.	Project/Corridor Studies	N/A
l.	Special Studies	N/A
m.	TSM/TDM Planning	3-4
n.	TE Planning	N/A
16	Performance Management	13
17	Summary of Budget Revenues	20-25
Table 1	Budget Summary	21
Table 2	Funding Sources	20
18	Indirect Cost Allocation Plan	18
	Direct Costs- see Cost Allocation Plan	
	Indirect Costs- see Cost Allocation Plan	
	Indirect Cost Rate Proposal- see Cost Allocation Plan	
19	Carry-over of unspent funds	N/A
20	Current Signed Title VI Nondiscrimination Agreement	Title
21	Link to current Title VI Program	Title
22	Annual Meeting Schedule	49-50

* Denotes items present on as 'as needed' basis

N/A = not applicable

RESOLUTION AND CERTIFICATION**RESOLUTION #23-22**

Adopting the CY 2024-2025 Metropolitan Interstate Council (MIC) Unified Planning Work Program and Budget and Recommending that the Arrowhead Regional Development Commission Authorize Entering into Contracts with the Minnesota and Wisconsin Departments of Transportation for Support of the MIC's Unified Transportation Planning Work Program for 2024-2025.

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

WHEREAS, the MIC develops and annually adopts a work program to guide the work activities of urban transportation planning; and

WHEREAS, the MIC 2024-2025 Transportation Planning Work Program and Budget has been approved by the Transportation Advisory Committee (TAC) with input from MnDOT, WisDOT, NWRPC, the Duluth Transit Authority (DTA) and MIC area jurisdictions; and

WHEREAS, the United States Secretary of Transportation is authorized to make grants for transportation planning purposes to designated Metropolitan Planning Organizations; and

WHEREAS, the Minnesota Department of Transportation (MnDOT) and the Wisconsin Department of Transportation (WisDOT) administer federal planning funds under the Consolidated Planning Grant (CPG) process; and

WHEREAS, in accordance with 23 CFR 450.336(a), the Duluth-Superior Metropolitan Interstate Council hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. U.S.C. 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 FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

NOW, THEREFORE, BE IT RESOLVED, that the MIC adopts the Calendar Years 2024-2025 Unified Transportation Planning Work Program and Budget and recommends that the Arrowhead Regional Development Commission authorize entering into contracts with the Minnesota and Wisconsin Departments of Transportation for support of the MIC Transportation Planning Work Program for 2024-2025. All contracts shall be consistent with ARDC’s budget and personnel limitations and subject to legal counsel review.

ATTEST:

Nick Baker, Policy Board Co-Chair

Wayne Boucher, Policy Board Co-Chair

Ron Chicka, MIC Director

October 18, 2023

Date

ARROWHEAD REGIONAL DEVELOPMENT COMMISSION

RESOLUTION

Authorization to Enter into Agreements with the Minnesota Department of Transportation and the Northwest Regional Planning Commission for Federal and State Planning Funds for Support of Work Program Activities by the Metropolitan Interstate Council for Calendar Year 2024-2025.

WHEREAS, the Duluth-Superior Metropolitan Interstate Council (MIC) was created by the Arrowhead Regional Development Commission (ARDC) and the Northwest Regional Planning Commission (NWRPC) as the urban transportation planning organization for the Duluth-Superior area; and

WHEREAS, the United States Secretary of Transportation is authorized to make grants for transportation planning projects through designated Metropolitan Planning Organizations; and

WHEREAS, the Minnesota Department of Transportation (MnDOT) and the Wisconsin Department of Transportation (WisDOT) administer federal planning funds under the Consolidated Planning Grant (CPG) process; and

WHEREAS, annual ARDC match funds from seven Northeast Minnesota counties' property tax levy are allocated to the MIC program; and

WHEREAS, the MIC develops and annually adopts a work program to guide the work activities of urban transportation planning; and

WHEREAS, the MIC 2024-2025 Unified Transportation Planning Work Program and Budget has been approved by the MIC Policy Board, with input from its Transportation Advisory Committee (TAC), MnDOT, WisDOT, NWRPC, the Duluth Transit Authority (DTA) and MIC area jurisdictions; and

WHEREAS, the 2024-2025 MIC budget has been included in on-going discussions between the MIC and ARDC, and future mutual discussions of MIC budgets are anticipated;

NOW, THEREFORE, BE IT RESOLVED, that the ARDC Commission authorizes its Chair, Board Officer and the MIC Director to enter into agreements and amendments with MnDOT and Northwest Regional Planning Commission (NWRPC) for ARDC's portion of the financial match for the MIC's Transportation Planning Work Program for 2024-2025. This contract and all future contracts shall be consistent with ARDC's budget and personnel limitations and subject to review by legal counsel.

Attest:

ARDC Commission Chair

MIC Director

October 19, 2023

ARDC Commission Officer

Date

RESOLUTION 24-04

DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

*Amending the Duluth-Superior Metropolitan Interstate Council's
CY 2024-2025 Unified Planning Work Program and Budget (UPWP).*

Amendment #1 to the 2024-2025 UPWP

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

WHEREAS, the MIC develops and annually adopts a work program to guide the work activities of urban transportation planning for the Duluth, MN – Superior, WI area; and

WHEREAS, the 2024-2025 Unified Planning Work Program and Budget was approved by the MIC Policy Board on October 18, 2023; and

WHEREAS, the MIC has a \$100,000 balance from the 2023 budget, which, after consultation with MnDOT we are being allowed to carry over to the 2024 budget; and

WHEREAS, the source(s) of the funds to be carried over are 80% (\$80,000) from the MN federal funds and 20% (\$20,000) local match funds from ARDC; and

WHEREAS, \$75,000 of the funds will be applied to completing the technical work for the MIC-area Safety Action Plan and \$25,000 to the completion of our 2050 Metropolitan Transportation Plan update; and

WHEREAS, these changes to the 2024 budget and work items require a formal amendment to the CY 2024-2025 Unified Planning Work Program and Budget; and

WHEREAS, upon state and federal approvals of this change to the UPWP, ARDC's contract with AECOM will be amended to include revised scopes of work and a budget increase of \$100,000 to complete the technical work for the MIC-area Safety Action Plan and to assist with the completion of the MIC's 2050 Metropolitan Transportation Plan update.

NOW, THEREFORE, BE IT RESOLVED, that the Duluth-Superior Metropolitan Interstate Council amends the 2024-2025 UPWP as described herein.

ATTEST:

Nick Baker, MIC Policy Board Co-Chair -WI

Wayne Boucher, MIC Policy Board Co-Chair - MN

Ron Chicka, MIC Director

Sheldon Johnson, MIC Deputy Director

January 17, 2024

2024 MIC, TAC, HTAC, BPAC Meeting Calendar

8.30.22

Day/Date	Time	Group	Location	Day/Date	Time	Group	Location
January				July <i>Mid-Year Review/date subject to change</i>			
Tue, Jan 16	1:30 PM	TAC		Wed, July 17			WisDOT In Person or Virtual
Wed, Jan 17	6:00 PM	MIC		No Board or committee meetings during July			
February				August			
Thurs, Feb 1	2:30 PM	BPAC		Thurs, Aug 1	2:30 PM	BPAC	
Tue, Feb 20	1:30 PM	TAC		Tue, Aug 20	1:30 PM	TAC	
Wed, Feb 21	6:00 PM	MIC		Wed, Aug 21	6:00 PM	MIC	
March				September			
Wed, Mar 6	9:00 AM	HTAC		Wed, Sept 4	9:00 AM	HTAC	
Tue, Mar 19	1:30 PM	TAC		Tue, Sept 17	1:30 PM	TAC	
Wed, Mar 20	6:00 PM	MIC		Wed, Sept 18	6:00 PM	MIC	
April				October			
Tue, Apr 16	1:30 PM	TAC		Tue, Oct 15	1:30 PM	TAC	
Wed, Apr 17	6:00 PM	MIC		Wed, Oct 16	6:00 PM	MIC	
May				November			
Thus, May 2	2:30 PM	BPAC		Thurs, Nov 7	2:30 PM	BPAC	
Tue, May 14	1:30 PM	TAC		<i>No other Board or committee meeting during November</i>			
Wed, May 15	6:00 PM	MIC		December			
June				Wed, Dec 4	9:00 AM	HTAC	
Wed, June 5	9:00 AM	HTAC		Tue, Dec 10	1:30 PM	TAC	
Tue, June 18	1:30 PM	TAC		Wed, Dec 11	6:00 PM	MIC	
Wed, June 19	6:00 PM	MIC					

*Dates and locations are occasionally subject to change - please check your meeting notice to confirm

MIC = Metropolitan Interstate Council Policy Board TAC = Transportation Advisory Committee Committee

HTAC = Harbor Technical Advisory BPAC = Bicycle & Pedestrian Advisory Committee

2025 MIC, TAC, HTAC, BPAC Meeting Calendar

7.19.23

Day/Date	Time	Group	Location	Day/Date	Time	Group	Location
January				July <i>Mid-Year Review/date subject to change</i>			
Tue, Jan 14	1:30 PM	TAC		Wed, July 16			WisDOT In Person or Virtual
Wed, Jan 15	6:00 PM	MIC		<i>No Board or committee meetings during July</i>			
February				August			
Thurs, Feb 6	2:30 PM	BPAC		Thurs, Aug 7	2:30 PM	BPAC	
Tue, Feb 18	1:30 PM	TAC		Tue, Aug 19	1:30 PM	TAC	
Wed, Feb 19	6:00 PM	MIC		Wed, Aug 20	6:00 PM	MIC	
March				September			
Wed, Mar 5	9:00 AM	HTAC		Wed, Sept 3	9:00 AM	HTAC	
Tue, Mar 18	1:30 PM	TAC		Tue, Sept 16	1:30 PM	TAC	
Wed, Mar 19	6:00 PM	MIC		Wed, Sept 17	6:00 PM	MIC	
April				October			
Tue, Apr 15	1:30 PM	TAC		Tue, Oct 14	1:30 PM	TAC	
Wed, Apr 16	6:00 PM	MIC		Wed, Oct 15	6:00 PM	MIC	
May				November			
Thus, May 1	2:30 PM	BPAC		Thurs, Nov 6	2:30 PM	BPAC	
Tue, May 20	1:30 PM	TAC		<i>No other Board or committee meeting during November</i>			
Wed, May 21	6:00 PM	MIC		December			
June				Wed, Dec 3	9:00 AM	HTAC	
Wed, June 4	9:00 AM	HTAC		Tue, Dec 9	1:30 PM	TAC	
Tue, June 17	1:30 PM	TAC		Wed, Dec 10	6:00 PM	MIC	
Wed, June 18	6:00 PM	MIC					
<p>*Dates and locations are occasionally subject to change - please check your meeting notice to confirm</p> <p>MIC = Metropolitan Interstate Council Policy Board TAC = Transportation Advisory Committee Committee</p> <p>HTAC = Harbor Technical Advisory BPAC = Bicycle & Pedestrian Advisory Committee</p>							

