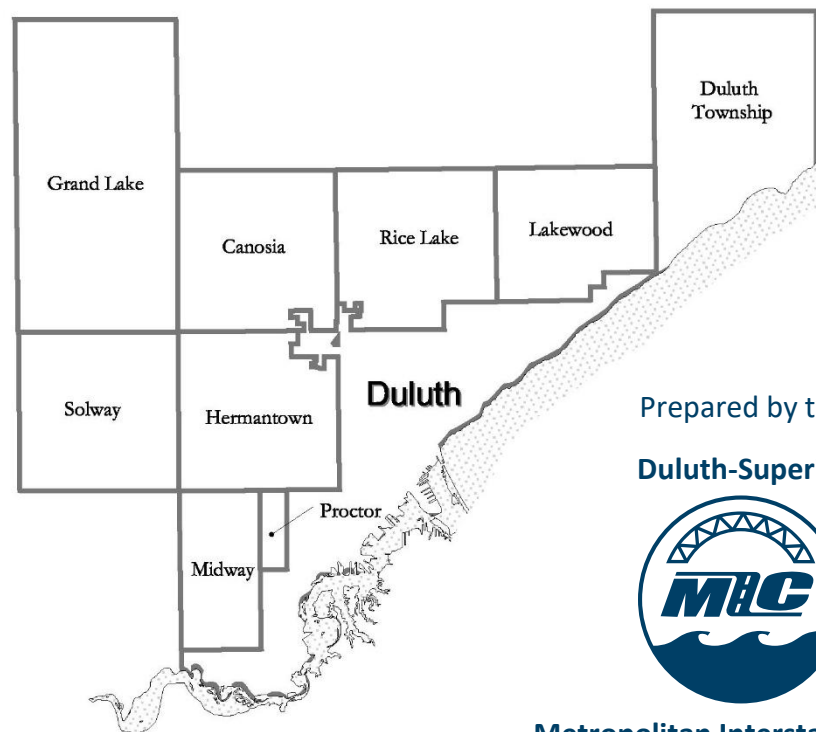


2027-2030

TRANSPORTATION IMPROVEMENT PROGRAM

for the

Duluth, MN Metropolitan Planning Area



Prepared by the
Duluth-Superior



Metropolitan Interstate Council

Approved by the MIC Policy Board: 9/16/2026

Approval by FHWA/FTA: TBD

2027-2030 Transportation Improvement Program for the Duluth, Minnesota Metropolitan Planning Area

Approved by MIC Policy Board September 16, 2026

Approved by FHWA & FTA **TBD**

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



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



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To view this TIP online:

www.dsmic.org/duluth2030/

Printed copies are also available by contacting the MIC at micinfo@ardc.org

Acknowledgements



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Non-Discrimination

The Duluth-Superior Metropolitan Interstate Council (MIC) operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. If you believe you have been aggrieved by an unlawful discriminatory practice, you have the right to file a formal complaint. To do so, you are encouraged to submit complaints directly to MnDOT via its online complaint form available at <https://www.dot.state.mn.us/civilrights/nondiscrimination-complaint-form.html>

For more information on the MIC's Title VI program 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 above). 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.

RESOLUTION 26-12
OF THE
DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL
Resolution and Self-Certification

*Approving the 2027-2030 Transportation Improvement Program
for the Duluth, Minnesota Metropolitan Planning Area
and Certifying That the Metropolitan Transportation Planning Process Is
Being Conducted in Conformance With All Applicable Requirements of 23
CFR § 450.336(a)*

WHEREAS, in accordance with 23 U.S.C. § 134, the Governors of Minnesota and Wisconsin designated the Arrowhead Regional Development Commission (ARDC) and the Northwest Regional Planning Commission (NWRPC), respectively, as the joint Metropolitan Planning Organization (MPO) to cooperatively carry out the metropolitan transportation planning process for the Duluth, MN–Superior, WI Metropolitan Planning Area; and

WHEREAS, ARDC and NWRPC through a formal 1976 Agreement, jointly created the Duluth-Superior Metropolitan Interstate Committee, later renamed the Metropolitan Interstate Council (MIC); and

WHEREAS, ARDC, NWRPC, and the MIC cooperatively provide coordinated transportation planning for the bi-state Duluth-Superior Metropolitan Planning Area in compliance with all applicable federal MPO requirements of 23 U.S.C. § 134 and 135, 23 U.S.C. § 150, 42 U.S.C. § 7410, 49 U.S.C. § 5303 and 5304, 23 CFR § 450, and 49 CFR § 1.85 and 1.90; and

WHEREAS, the MIC has established a continuing, cooperative, comprehensive process to annually develop and approve a Duluth-Area Transportation Improvement Program (TIP) that provides for consideration of all modes of transportation and affords all interested parties with a reasonable opportunity to comment on the proposed TIP, in accordance with the MIC's current Public Involvement Plan; and

WHEREAS, the MIC has developed a 2027-2030 Duluth-Area TIP in cooperation with representatives from state and local jurisdictions and transit operators and in consultation with the Minnesota Department of Transportation, the Federal Highway Administration (FHWA) and the Federal Transit (FTA) Administration; and

WHEREAS, the draft 2027-2030 Duluth -Area TIP was made available online for comment for a period of 30-days, and during that time three public meetings were held, and comments received are recorded and addressed in the final TIP document; and

WHEREAS, the 2027-2030 Duluth-Area TIP includes all projects utilizing funding under 23 USC and 49 USC Chapter 53, as well as regionally significant projects proposed to be funded with federal funds, other than those administered by the FHWA or the FTA, and/or regionally significant projects to be funded with non-federal funds; and

WHEREAS, all projects included in the 2027-2030 Duluth-Area TIP are consistent with the MIC's current long-range Metropolitan Transportation Plan (MTP), reflect the investment priorities of

the current MTP, and once implemented, will make progress toward achieving the performance measure targets established in the current MTP; and

WHEREAS, the 2027-2030 Duluth-Area TIP includes a financial plan that demonstrates the consistency between reasonably available and projected sources of federal, state, and local revenues and the costs of implementing proposed transportation system improvements; and

WHEREAS, in accordance with the self-certification provision in 23 CFR § 450.336(a), the Duluth-Superior Metropolitan Interstate Council hereby certifies that its metropolitan transportation planning process is being conducted in conformance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color or national origin in employment or business opportunity;
- (5) 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 part 27 regarding discrimination against individuals with disabilities.

NOW, THEREFORE, BE IT RESOLVED, that the Duluth-Superior Metropolitan Interstate Council hereby approves the 2027-2030 Transportation Improvement Program for the Duluth, Minnesota Metropolitan Planning Area and certifies that the metropolitan transportation planning process is being conducted in accordance with all applicable requirements of 23 CFR § 450.336(a).

ATTEST:



Wayne Boucher, Minnesota Co-Chair



Ron Chicka, MIC Director



Nick Baker, Wisconsin Co-Chair

September 16, 2026
Date

DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

Member, Staff and Advisory Committee Listing

September 2026

MIC Policy Board		Transportation Advisory Committee
Broc Allen – Douglas Co. Suburban Townships		Chris Belden – Duluth Transit Authority
Nick Baker – Douglas County Board (WI Co-chair)		David Bolf – City of Hermantown Engineer
Libby Bent – City of Duluth Citizen Representative		Chris Carlson – City of Superior Engineer
Wayne Boucher – City of Hermantown (MN Co-Chair)		Kate Ferguson – Duluth Seaway Port Authority
Diane Desotelle – Duluth City Council		Derek Frederickson – MnDOT Engineer
Tylor Elm – Superior City Council		Jim Foldesi – St. Louis Co. Engineer
Janet Kennedy – Duluth City Council		James Gittemeier – City of Duluth Planner
Rosemary Lear – Douglas County Board		Jason Jackman – Douglas Co. Engineer
Nick Ledin – Superior City Council		Chris Lee – City of Duluth Planner
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Bob Quade – Rice Lake City Council		Maren Webb – MnDOT District 1 Planner
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Chad Ward – City of Proctor Mayor		Vacant – All abilities representative
Scott Welsh – St. Louis County Suburban Townships		Vacant – City of Superior
		Vacant – Economic development
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Ron Chicka – Director		
Sheldon Johnson – Deputy Director		
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Eli Norlander – Planner		
Ricky Sarran – GIS Specialist		
Rondi Watson – Sr. Planner/Communications Specialist		
Mike Wenholz—Principal Planner		

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Map Disclaimer

The information in these maps is a compilation of data derived from various federal, state, county, regional, and municipal sources. Geographic information has limitations due to the scale, resolution, date, and interpretation of the original source materials. Maps and data are to be used for reference purposes only and the Arrowhead Regional Development Commission (ARDC) and the Duluth-Superior Metropolitan Interstate Council (MIC) are not responsible for any inaccuracies herein contained. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, use, or misuse of the information herein provided.

Chapter 1: Introduction

Decisions about transportation investments require collaboration and cooperation between different levels of government and neighboring jurisdictions. The Duluth-Superior Metropolitan Interstate Council (MIC) conducts a planning process that is continuing, cooperative, comprehensive, performance-based, and multimodal for the Duluth-Superior Metropolitan Planning Area. The MIC works to address the major transportation challenges of the Duluth-Superior Metropolitan Planning Area by planning for safe, efficient, and reliable transportation systems that reflect community needs and long-term vision.

The geographical boundary of the Duluth-Superior Metropolitan Planning Area can be viewed on Map 1 on the following page.

The MIC is required to develop a Transportation Improvement Program (TIP) – a list of upcoming federally-funded transportation projects and regionally significant projects to be funded with non-federal funds programmed within the Duluth and Superior areas for the next four years.

The TIP process serves to implement priority projects identified in the MIC’s long range Metropolitan Transportation Plan (MTP). The Duluth area TIP lists all projects programmed for the Minnesota side of the bi-state metropolitan area. Projects planned for the Wisconsin side are programmed in a separate Superior area TIP.

About the Duluth-Superior Metropolitan Interstate Council

The MIC was created in 1975-76 via an agreement between the Arrowhead Regional Development Commission (ARDC) and the Northwest Regional Planning Commission (NWRPC), the designated metropolitan planning organizations (MPOs), to coordinate transportation planning for the Duluth, Minnesota-Superior, Wisconsin metropolitan planning area. ARDC and NWRPC are multi-county planning and development organizations for NE Minnesota and NW Wisconsin, respectively.

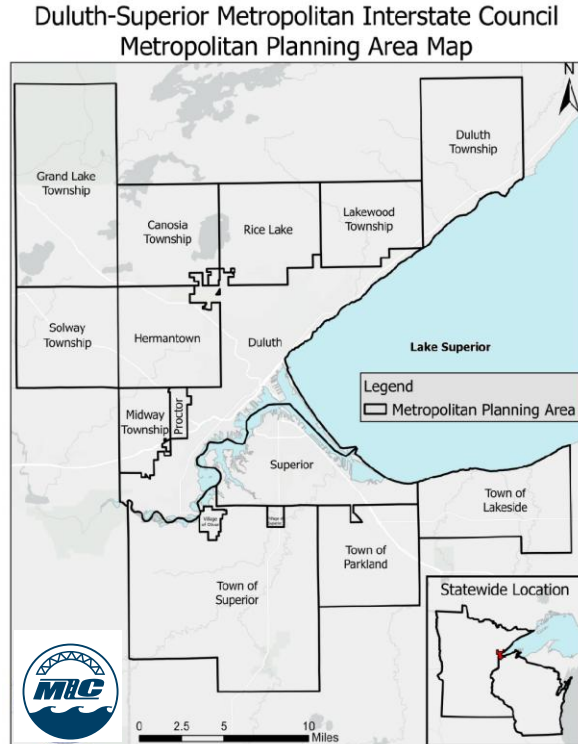
The MIC provides a 3C (continuing, cooperative, and comprehensive) planning process for all modes of transportation throughout the Duluth-Superior region. Its Policy Board consists of eighteen representatives from throughout the MPO area including local and elected officials, a representative from the Duluth Transit Authority Board, and two citizen members who are appointed by their local units of government.

Planning Process

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

- Maintaining a certified "3-C" transportation planning process: continuing, cooperative, and comprehensive.
- Coordinating regional transportation planning in cooperation with local, regional, and state jurisdictions.
- Undertaking an effective public participation process, which ensures meaningful public input is part of the decision-making process behind plans and programs.
- Providing leadership both in metropolitan transportation system planning and in recommending and promoting regional transportation policy.
- Lending technical support in planning and operations to local governments.
- Planning for an intermodal transportation system that is economically efficient, environmentally sound, moves people and goods in an energy-efficient manner, and provides the foundation to compete in the global economy.

Map 1: Duluth-Superior Metropolitan Planning Area



Planning Factors

The process used to select projects for inclusion in the Duluth Area Transportation Improvement Program (TIP) must be consistent with the federally required metropolitan transportation planning process, which includes considering projects, strategies, and services that will address the ten planning factors outlined in 23 CFR § 450.306(b). These planning factors, reaffirmed under the current federal transportation law—the Infrastructure Investment and Jobs Act (IIJA)—guide the development of transportation plans and programs:

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

About the Transportation Improvement Program (TIP)

What is the TIP?

The Transportation Improvement Program (TIP) is an annually prepared document that contains all highway, roadway, transit, bridge, bikeway, and other transportation projects within the MIC's Metropolitan Planning Area that are programmed to receive federal funding for the current four-year cycle.

Introduction to the TIP Project Listings and Connection to the MTP

Each year, implementing agencies submit proposed transportation projects to the MIC for inclusion in the TIP. The TIP serves as a comprehensive, fiscally constrained listing of federally funded multimodal transportation improvements planned for the short term—defined as the next four years (in this case, FY 2027–2030). Each project entry includes key details such as estimated cost, funding sources, and anticipated schedule. Projects listed in the TIP represent a formal commitment by the implementing agencies to commit and pursue funding and to advance those projects through development and implementation.

There is a direct and required connection between the region’s long-range Metropolitan Transportation Plan (MTP) and the TIP. In accordance with 23 CFR § 450.326(a) and (i), all projects programmed in the TIP must reflect the investment priorities established in, and be consistent with, the MIC’s currently adopted MTP, Sustainable Choices 2050. As such, each TIP project contributes to advancing the MTP’s vision by supporting its goals, objectives, and recommendations. The TIP is therefore one of the primary tools for implementing the region’s long-range transportation strategy.

The TIP includes two basic types of projects:

- Those listed in the fiscally constrained MTP project list and/or
- Those that are deemed “regionally significant”

MIC area “regionally significant” projects are roadway, transit, pedestrian, bicycle, and other active transportation projects (other than a grouped or exempt project* or a project solely for preventative maintenance or landscaping), regardless of how they are funded, that occur on facilities that serve regional transportation needs and/or connect to major transportation assets (including transit, seaport, airport, and passenger rail terminals). These facilities include all principal and minor arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel. Other non-federally funded projects consistent with the current Metropolitan Transportation Plan (MTP) may be considered regionally significant at the MIC’s discretion.

* = Projects grouped in the STIP/TIP pursuant to 23 CFR 450.216 and 23 CFR 450.324 or exempt per US EPA’s transportation conformity regulations (40 CFR part 93, subpart A)

Note: the MTP contains a list of short-, mid-, and long-range transportation projects that are planned for the metropolitan area over the coming decades. The MTP, along with other MIC planning initiatives including the Bicycle Transportation Plan, Metropolitan Pedestrian Plan, and short-range studies such as the 2021 Central Entrance Vision Plan and the Duluth Area I-35 Corridor Plan, provide specific recommendations for projects and future studies. The MIC's Public Involvement Plan sets the public engagement processes the MIC will follow while developing all MIC plans, studies and programs.

The TIP Project lists, on pages 14-26 include the information required in 23 CFR 450.326 as well as information to align with the Minnesota State Transportation Improvement Program (STIP). To assist with readers' understanding of the information included in these tables, Figure 1 was created as a guide for understanding the TIP project lists.

Local TIP Details – Working with Jurisdictional Partners & the NEMNATP

The MIC develops TIPs for portions of both Minnesota and Wisconsin within the greater Duluth, MN and Superior, WI metropolitan areas, in cooperation with the states and the area transit authority (MnDOT, WisDOT and Duluth Transit Authority (DTA), respectively). All must comply with regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) but can be revised or amended at any time during the program year by action of the MPO.

The TIP projects programmed for Duluth-Superior metropolitan area must match those included in the Minnesota and Wisconsin Statewide Transportation Improvement Programs (STIPs). The schedules and processes of the two states are different enough to warrant two separate TIPs; the Duluth Area TIP includes projects from the Minnesota side of the Duluth-Superior Metropolitan Planning Area (see Map 1), and the Superior Area TIP includes projects from the Wisconsin side.

Although the TIPs are prepared separately, jurisdictions and the MIC consider the entire MIC area when considering project prioritization. The MIC and its Transportation Advisory Committee (TAC), which include representatives from Minnesota and Wisconsin, are involved in the development of each TIP, and the MIC Policy Board reviews for approval the TIPs from both states.

The MIC is responsible for planning, reviewing, and programming a list of federally funded and regionally significant surface transportation projects for the Duluth metropolitan area. The MIC is thus required to work in cooperation with MnDOT, DTA, and local governments to identify

area transportation priorities and produce the annual TIP. The development of projects for inclusion in the TIP is done in conjunction with a regional process conducted by the Northeast Minnesota Area Transportation Partnership (NEMNATP).

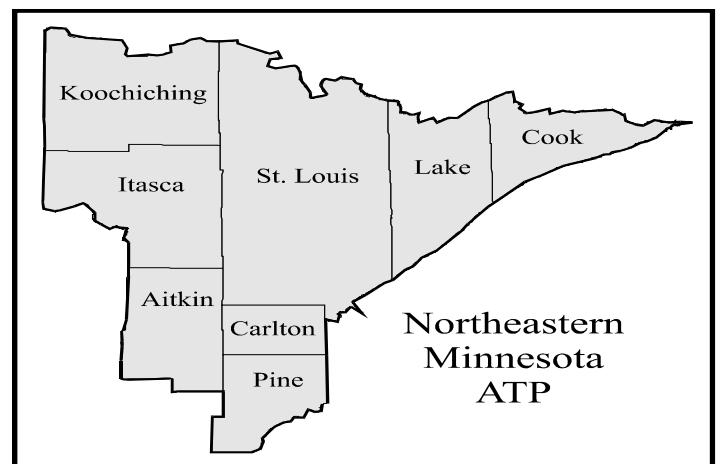
Northeast Minnesota Area Transportation Partnership

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

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

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

Map 2: Membership Counties of the NEMNATP



Federal Funding Sources

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

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

The latest federal transportation bill, the IIJA (2021), for the most part, continues the structure of the various funding programs of the previous federal transportation bill, the FAST Act (2015). The IIJA added new formula programs such as the Carbon Reduction Program as well as discretionary programs such as the Safe Streets for All, and Reconnecting Communities pilot program.

An additional funding source, the Carbon Reduction Program (CRP), was created with the IIJA legislation and is described below. These funds are part of a larger program under the Bipartisan Infrastructure Law (BIL), which also established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program.

National Highway Performance Program (NHPP)

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

National Highway Freight Program (NHFP)

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

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

Surface Transportation Block Grant Program (STBG)

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

Highway Safety Improvement Program (HSIP)

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

Transportation Alternatives (TA)

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

TA funds are allocated to the State DOT and then sub-allocated to the local level. The NEMNATP has developed a biennial application process and TA task force made up of elected officials and transportation professionals that is facilitated by the Arrowhead Regional Development Commission (ARDC). TA projects selected by the task force are subject to the approval of the

NEMNATP. Any selected TA projects located within the MIC area are included in the Duluth Area TIP.

Federal Transit Administration (FTA)

Transit funding authorized by the FAST Act is managed in several ways. FTA transit allocations may be administered by the state or be granted directly to the transit agency. Projects identified as FTA-funded in the Duluth Area TIP represent one of several subcategories that represent different funding programs administered by the FTA to provide capital or operating assistance to public transit providers.

Carbon Reduction Program (CRP)

The CRP provides federal funds authorized through the IIJA and allocated by MnDOT for the Minnesota portion of the MIC planning area, to support projects that contribute to MnDOT's Carbon Reduction Strategy goals. Projects were developed in accordance with MnDOT guidance, recommended by MPO staff with local jurisdictional input, and approved by the MIC Policy Board. In this TIP, both FY26 and FY27 funds were awarded to projects sponsored by the City of Duluth. The program requires a 20% local/state cost share for all funded projects.

Funding-Related Miscellaneous

Advance Construction (AC)

Federal Advance Construction allows jurisdictions to preauthorize federal funds from a subsequent fiscal year for the construction of a project.

Advance Construction (AC) Payback

The use of the preauthorized funds in the fiscal year that the federal funds become available.

Early Let Late Award (ELLE)

MnDOT's ELLE process is a tool used to manage project delivery and fluctuations in funding. This process is used on MnDOT projects only and affects both the federal and state funding targets and the State Road Construction Budget in the year of funding availability. ELLE projects are let in one state fiscal year (July 1 to June 30) and awarded (i.e., funds actually encumbered) in the following fiscal year. The advantage of ELLE is that it allows the project to be let and awarded in advance of funding availability so that work can begin as soon as the next SFY begins. (Source – MnDOT STIP)

DEMO

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

Bridge Replacement Off-System (BROS)

A set-aside fund for bridges off the federal aid highway system or bridges on roadways with a functional classification of local or rural minor collector, also known as BROS.

State Funds (SF)

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

Bond Funds (BF)

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

Local Funds (LF):

Funding identified as “LF” indicates projects that are being funded almost exclusively with local funds but are identified as “regionally significant” and are therefore included in the TIP.

Eligibility for Roadway and Transit Projects

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

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

Chapter 2: Project Selection

STBG Project Selection Process for the Duluth Area TIP

The Surface Transportation Block Grant (STBG) program is the MIC's primary TIP project funding source. The MIC uses an established application and evaluation process for project selection. A revised application and project evaluation process was established in 2024 to better include and be consistent with the performance-based planning approach that was federally required to be integrated within the latest update of the MTP (Sustainable Choices 2050). This application and project evaluation process aims to ensure any project that receives STBG funding in the TIP aids in bringing the vision of the MTP to reality by helping implement the MTP's goals, objectives, and recommendations.

A TIP Project Selection process approved by the MIC Policy Board in October 2020 allows only eligible jurisdictions to apply. An eligible jurisdiction is a state agency, county, transit authority, regional rail authority, tribal government, city, or village with a population over 5,000 that is within the Duluth-Superior Metropolitan Interstate Council (MIC) planning area (see Minnesota jurisdictions in Map 1). Cities, villages, and townships with a population under 5,000 people may submit projects but need to be sponsored by an eligible jurisdiction. Eligible jurisdictions may participate in the following process:

1. **Pre-application meeting:** Representatives from jurisdictions eligible for federal transportation funding participate together in this meeting with MIC staff to discuss the 2030 STBG funding, application process, and potential projects.
2. **Application forms are distributed:** STBG Project Application forms are emailed to eligible jurisdictions. Due date is provided.
Information that must be included in the application includes:
 - a. Purpose and need
 - b. Detailed technical description
 - c. Total cost and funding sources
 - d. If applicable, the MTP project list number
 - e. Multimodal features the project will include
 - f. Visualizations (maps, images, renderings, etc.),
 - g. MTP objectives the project will help to accomplish and a narrative describing how
 - h. MIC-area performance measures the project will contribute to achieving and a narrative describing the anticipated effect the project will have on the performance measure.

3. **Project Applications Due:** MIC staff will review project applications and will follow up, if needed, for clarification or to obtain missing or incomplete items.
4. **Project Application Review & Evaluation:** Each submitted STBG application will be reviewed and evaluated to ensure submitted projects will be consistent with the MIC's current long-range transportation plan, Sustainable Choices 2050, and to what relative degree they propose to be consistent. This evaluation will be based upon reasonable review of the answers, details, and materials submitted in and with the application. The following questions are used to review and evaluate the submitted STBG applications:
 - Is the proposed project listed in the Sustainable Choices 2050 project list?
 - Is the proposed project listed as a Priority Project in Sustainable Choices 2050?
 - Will the proposed project be consistent with the Goals and Objectives of Sustainable Choices 2050? Note which Objectives (and thus associated Goals) of Sustainable Choices 2050 are checked in the application. Note which, if any, Performance Measures listed in Sustainable Choices 2050 are checked in the application.
 - How does the proposed project help bring the vision of Sustainable Choices 2050 to life? Using the following from the submitted application, summarize in a short narrative how the MIC believes the project will (or alternatively will not) help bring the vision of Sustainable Choices 2050 to life:
 - narrative descriptions provided
 - consideration of the multimodal feature selections made
 - project visualizations provided
 - any other information provided

MIC staff will use the above four-part process to prepare a review summary of each submitted application to provide to MIC Policy Board members to aid in their review prior to deciding on approval of each project.

5. **Public Engagement.** Share summary narrative and visual descriptions of the submitted STBG projects for presentation to the public.
6. **MIC Policy Board Approval.** Provide a concise review summary of each submitted STBG project application to the MIC Policy Board members prior to their vote for approval to add the project(s) to the to-be-developed TIP.

Each STBG project approved by the MIC Policy Board will be added to the Jurisdictional Review (previously, Preliminary) Draft TIP, Draft TIP, and Final TIP. These approved projects are also forwarded to the NEMNATP for inclusion in the ATIP.

Chapter 3: FY 2027-2030 TIP Projects

The following project tables list all transportation projects scheduled to receive federal and/or state funding in the Duluth, MN Metropolitan Planning Area. This includes estimated project costs that have been adjusted to represent an annual rate of inflation for roadway projects and for transit related projects. The map following the project tables depicts the location of projects that have a specific geography. The structure of the tables is as follows:

Figure 1: Guide to Understanding the TIP Project List

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (STIP Total)	Project Total \$ (Project Total)
069-632-025	St. Louis County	CSAH 32	0.4	BIKE/PED	IN DULUTH CSAH 32 (ARROWHEAD RD.) SIDEWALK CONSTRUCTION FROM MENARD DR. TO CSAH 91 (HAINES RD.)	STBGP TAP	282,492	\$-	\$-	\$-	\$175,008	\$457,500	\$457,500,

Table 1: FY2027 Projects

2027 TIP Project List

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (STIP Total)	Project Total \$ (Project Total)
6982-353	MnDOT	I-35	1.34	INTELLIGENT TRANSPORTATION SYSTEMS	**ITS** I-35 IN DULUTH CCTV & FIBER OPTIC, LEIF ERIKSON TUNNEL TO .20 MILES E. OF 26 AVE. E. ON MN 61	NHPP	\$600,000	\$ -	\$ -	\$66,667	\$ -	\$666,667	\$666,667
6908-72	MnDOT	US 2	4.83	PAVEMENT RESURFACE AND REHABILITATION	**AC**· US2 FROM 0.24 MI. W. MIDWAY RD(CSAH13) TO BOUNDARY AVE(CSAH14) IN PROCTOR, PAVEMENT REHAB.(ASSOC 069-614-026, 069-648-036, 069-613-049 & 069-080-001 & 069-611-023) (AC PROJECT PAYBACK 2028)	NHPP	\$3,693,376	\$4,000,000	\$ -	\$1,755,624	\$1,521,000	\$6,970,000	\$10,970,000
6908-72(EP)	MnDOT	US 2	4.83	PAVEMENT RESURFACE AND REHABILITATION	EARLY PROCUREMENT FOR SIGNALS IN ADVANCE OF 6908-72	NHPP	\$366,390	\$ -	\$ -	\$83,610	\$ -	\$450,000	\$450,000
6981-26CE2	MnDOT	HIGHWAY I 535	0.00	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	**BLATNIK**· FY2027 BLATNIK NEW BRIDGE#69913, CONSTRUCTION ADMINISTRATION AND INSPECTION. (MNDOT DOT IS LEAD AGENCY)	NHPP	\$6,175,800	\$ -	\$ -	\$686,200	\$7,738,000	\$14,600,000	\$14,600,000
6925-145AC	MnDOT	MN-61	3.42	PAVEMENT RESURFACE AND REHABILITATION, TRAFFIC CONTROL DEVICES/SAFETY	**AC**·MN 61(LONDON RD), NB AND SB, IN DULUTH, FROM 26 AVE E. TO 0.14 MI. N. 60TH AVENUE EAST, MEDIUM MILL/OVERLAY, TRAIL, CONST ROUNDABOUTS AT 26TH AVE E ,40TH AVE . E. AND I-35 SB JCT 21 AVE E & 26TH AVE E. INSTALL INTERSTATE CLOSURE GATES.(ASSOC 6982-357, 118-166-004, 118-191-003, 118-193-003) (AC PROJECT, PAYBACK1 OF 1)	NHPP	\$ -	\$ -	\$10,000,000	\$ -	\$ -	\$10,000,000	\$ -
6982-372	MnDOT	I-35	1.15	PAVEMENT RESURFACE AND REHABILITATION	I-35 NB & SB IN DULUTH FROM LAKE AVE TO NO. END LEIF ERIKSON TUNNEL, CONCRETE GRINDING.	SF	\$ -	\$ -	\$ -	\$350,000	\$ -	\$350,000	\$350,000
Total							\$ 10,835,566	\$ 4,000,000	\$ 10,000,000	\$ 2,942,101	\$ 9,259,000	\$ 33,036,667	\$ 27,036,667

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (STIP Total)	Project Total \$ (Project Total)
118-207-001	Duluth	MSAS 207	0.21	PAVEMENT RESURFACE AND REHABILITATION	IN DULUTH CANAL PARK AREA RECONDITIONING CONCRETE PAVEMENT REPAIRS, AND STREET LIGHTING. MSAS 207 (CANAL PARK DR), BUCHANAN ST TO RAILROAD STREET.	STBGP	\$971,750	\$ -	\$ -	\$ -	\$508,750	\$1,480,500	\$1,480,500
118-090-027	Duluth	Local Streets	0.20	BIKE/PED	IN DULUTH CONSTRUCT CAMPUS CONNECTOR SEGMENT 6 ALONG 32ND AVE. E. AND CONGDON PARK DR. FROM LAKEWALK TO E. 1ST ST.	STBGP TAP	\$586,028	\$ -	\$ -	\$ -	\$513,972	\$1,100,000	\$1,100,000
118-595-001	Duluth	Local Streets	0.00	BIKE/PED	**CRP**:IN DULUTH, FROM E MCCUEN ST TO LESTER RIVER ROAD, LOCKING IT IN: MICRO-MOBILITY PARKING/BIKE RACKS.	CRP	\$225,000	\$ -	\$ -	\$ -	\$56,250	\$281,250	\$281,250
118-080-067	Duluth	Local Streets	0.00	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	**PROTECT**: IN DULUTH CONSTRUCT NORTON ROAD BRIDGE	PROTECT	\$500,000	\$ -	\$ -	\$ -	\$300,000	\$800,000	\$800,000
Total							\$ 2,282,778	\$ -	\$ -	\$ -	\$ 1,378,972	\$ 3,661,750	\$ 3,661,750
069-632-025	St. Louis County	CSAH 32	0.44	BIKE/PED	IN DULUTH CSAH 32 (ARROWHEAD RD.) SIDEWALK CONSTRUCTION FROM MENARD DR. TO CSAH 91 (HAINES RD.)	STBGP TAP	\$282,492	\$ -	\$ -	\$ -	\$175,008	\$457,500	\$457,500
069-632-025CRP	St. Louis County	CSAH 32	0.44	BIKE/PED	**AC**CRP**:IN DULUTH CSAH 32 (ARROWHEAD RD.) SIDEWALK CONSTRUCTION FROM MENARD DR. TO CSAH 91 (HAINES RD.) (AC PROJECT, PAYBACK 2028)	CRP	\$ -	\$210,000	\$ -	\$ -	\$52,500	\$52,500	\$262,500
069-070-080	St. Louis County	CSAH 37	0.30	TRAFFIC CONTROL DEVICES/SAFETY	CONSTRUCT LEFT TURN LANES ON CSAH 37 (JEAN DULUTH RD) AT CSAH 2 (W TISCHER RD)	HSIP	\$735,000	\$ -	\$ -	\$ -	\$81,667	\$816,667	\$816,667
069-070-085	St. Louis County	CSAH 13	0.50	TRAFFIC CONTROL DEVICES/SAFETY	CONSTRUCT LEFT TURN LANES ON CSAH 13 (MIDWAY RD) AT ROSE RD	HSIP	\$650,000	\$ -	\$ -	\$ -	\$200,000	\$850,000	\$850,000
069-070-084	St. Louis County	CSAH 3	0.49	TRAFFIC CONTROL DEVICES/SAFETY	CONSTRUCT LEFT TURN LANES ON CSAH 3 (BECKS RD)/CSAH 13 (MIDWAY RD) AT CR 899 (HALIE RD)	HSIP	\$650,000	\$ -	\$ -	\$ -	\$200,000	\$850,000	\$850,000

FY 2027-2030 TIP Projects

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (STIP Total)	Project Total \$ (Project Total)
069-698-017AC	St. Louis County	CSAH 98	8.85	PAVEMENT RESURFACE AND REHABILITATION	**AC**: CANOSIA RD(CSAH 98) FROM ST LOUIS RIVER RD (CR 696) TO INDUSTRIAL RD (CSAH 7). BIT RECLAIM AND PAVING, TURN LANE CONSTRUCTION.(AC PROJECT, PAYBACK 1 OF 1)	STBGP	\$ -	\$ -	\$971,750	\$ -	\$ -	\$971,750	\$ -
069-070-089	St. Louis County	COUNTYWIDE	19.70	TRAFFIC CONTROL DEVICES/SAFETY	COUNTYWIDE. 6-INCH WET-REFLECTIVE EPOXY EDGELINES ON VARIOUS COUNTY ROADS	HSIP	\$205,200	\$ -	\$ -	\$ -	\$22,800	\$228,000	\$228,000
069-604-086RA	St. Louis County	CSAH 4	0.8	BIKE/PED	**RAISE**: CONSTRUCT PAVED TRAIL ADJACENT TO CSAH 4 (RICE LAKE RD) FROM NORTON RD TO CR 694 (RIDGEVIEW RD)	FFM	\$700,000	\$ -	\$ -	\$ -	\$200,000	\$900,000	\$900,000
069-080-001	St. Louis County	US 2	4.83	PAVEMENT RESURFACE AND REHABILITATION	US2 FROM 0.24 MI. W. MIDWAY RD(CSAH13) TO BOUNDARY AVE(CSAH14) IN PROCTOR, PAVEMENT REHAB.(ASSOC 6908-72, 069-614-026, 069-648-036 & 069-613-049, 069-611-023)	STBGP	\$24,000	\$ -	\$ -	\$ -	\$6,000	\$30,000	\$30,000
Total							\$ 3,246,692	\$ 210,000	\$ 971,750	\$ -	\$ 937,975	\$ 5,156,417	\$ 4,394,667

Table 2: FY 2028 Projects

2028 TIP Project List

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (STIP Total)	Project Total \$ (Project Total)
6925-148	MnDOT	MN-61	3.42	APPURTENANCE	MN 61(LONDON RD), NB AND SB, IN DULUTH, FROM (MSAS 191) 26AVE E. TO 0.14 MI. N. (MSAS195) 60TH AVENUE EAST, LANDSCAPING	SF	\$ -	\$ -	\$ -	\$300,000	\$ -	\$300,000	\$300,000
6981-26CE3	MnDOT	HIGHWAY I 535	0.00	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	**BLATNIK**: FY2028 BLATNIK NEW BRIDGE#69913, CONSTRUCTION ADMINISTRATION AND INSPECTION. (MNDOT DOT IS LEAD AGENCY)	NHPP	\$5,816,250	\$ -	\$ -	\$646,250	\$7,287,500	\$13,750,000	\$13,750,000
6982-346	MnDOT	I-35	1.31	APPURTENANCE	IN DULUTH, ALONG I-35 FROM 27TH AVE W TO GARFIELD AVE, TWIN PORTS INTERCHANGE LANDSCAPE PROJECT.	SF	\$ -	\$ -	\$ -	\$980,000	\$ -	\$980,000	\$980,000
6915-139	MnDOT	US 53	2.45	PAVEMENT RESURFACE AND REHABILITATION	**ELLE**: US 53 (TRINITY RD), IN DULUTH, FROM JCT PIEDMONT AVE(CSAH 54) TO JCT MN 194 (W. CENTRAL ENTRANCE) MEDIUM MILL/OVERLAY	NHPP	\$3,908,160	\$ -	\$ -	\$891,840	\$ -	\$4,800,000	\$4,800,000
6982-344	MnDOT	I-35	2.80	PAVEMENT RESURFACE AND REHABILITATION	I-35, IN DULUTH, FROM N END BR 69879 OVER CENTRAL AVE TO S. 40TH AVE W. , AND 5TH AVE W. TO LAKE AVE. AND N END LEIF ERICKSON TUNNEL TO 0.1 MILES S. OF 26TH AVE E. , VARIOUS LOCATIONS. MEDIUM MILL/OVERLAY, MICRO MILL/OVERLAY AND GUARDRAIL. (TIED TO 6982-366)	NHPP	\$2,250,000	\$ -	\$ -	\$250,000	\$ -	\$2,500,000	\$2,500,000

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (STIP Total)	Project Total \$ (Project Total)
6908-72AC	MnDOT	US 2	4.83	PAVEMENT RESURFACE AND REHABILITATION	**AC**: US2 FROM 0.24 MI. W. MIDWAY RD(CSAH13) TO BOUNDARY AVE(CSAH14) IN PROCTOR, PAVEMENT REHAB.(ASSOC 6908-72, 069-614-026, 069-648-036, 069-613-049, 069-080-001 & 069-611-023) (AC PROJECT PAYBACK 1 OF 1)	NHPP	\$ -	\$ -	\$4,000,000	\$ -	\$ -	\$4,000,000	\$ -
6982-366	MnDOT	I 35	2.70	PAVEMENT RESURFACE AND REHABILITATION	I 35, IN PROCTOR & DULUTH AT THOMPSON HILL, FROM 0.51 SO. BOUNDARY AVE. TO N. END BRIDGE NO. 69879 OVER MN 23,NB AND SB DRIVING LANES EXCLUDING RAMPS, UTBWC. (TIED TO 6982-344)	NHPP	\$1,800,000	\$ -	\$ -	\$200,000	\$ -	\$2,000,000	\$2,000,000
Total							\$ 13,774,410	\$ -	\$ 4,000,000	\$ 3,268,090	\$ 7,287,500	\$ 28,330,000	\$ 24,330,000
118-030-012	Duluth	Local Streets	0.00	BIKE/PED	DTA BUS STOP IMPROVEMENTS, CURB AND GUTTER, SIDEWALK, AND ADA IMPROVEMENTS IN VARIOUS LOCATIONS IN THE CITY OF DULUTH	STBGP TAP	\$460,000	\$ -	\$ -	\$ -	\$118,026	\$578,026	\$578,026
118-132-011	Duluth	MSAS 132	0.93	GRSU - GRADE AND SURFACE	**AC**:IN DULUTH, ON 4TH ST(MSAS 132) FROM MESABA AVE(MN194) TO 6TH AVE E.(MSAS 192). RECONSTRUCT (AC PROJECT PAYBACK 2029 & 2030)	STBGP	\$1,446,750	\$1,794,000	\$ -	\$ -	\$7,656,000	\$9,102,750	\$10,896,750
Total							\$ 1,906,750	\$ 1,794,000	\$ -	\$ -	\$ 7,774,026	\$ 9,680,776	\$ 11,474,776
069-090-036	St. Louis County	CSAH 4	0.70	GRSU - GRADE AND SURFACE	CONSTRUCT PAVED TRAIL ADJACENT TO CSAH 4 (RICE LAKE RD) (ASSOC 069-604-093)	STBGP TAP	\$600,000	\$ -	\$ -	\$ -	\$150,000	\$750,000	\$750,000

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (STIP Total)	Project Total \$ (Project Total)
069-604-093RA	St. Louis County	CSAH 4	7.80	GRSU - GRADE AND SURFACE	**RAISE**: CSAH 4 (RICE LAKE RD) CORRIDOR PROJECT; RECONSTRUCT CSAH 4 (RICE LAKE RD), CSAH 9 (MARTIN RD) AND CR 234 (W CALVARY RD), CONSTRUCT FOUR SINGLE-LANE ROUNDABOUTS, LEFT TURN LANES, AND CONSTRUCT PAVED TRAILS ADJACENT TO CSAH 4 (RICE LAKE RD) AND CSAH 9 (MARTIN RD) (ASSOC 069-090-036)	FFM	\$24,300,000	\$ -	\$ -	\$ -	\$14,950,000	\$39,250,000	\$39,250,000
069-610-013	St. Louis County	CSAH 10	0.10	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	IN DULUTH, CSAH 10 (STRAND RD), 0.3 MI W OF CSAH 12 (LESTER RIVER RD), REPLACE BRIDGE#6667 WITH NEW BR#XXXX OVER LESTER RIVER AND APPROACH GRADING AND PAVING.	BROS	\$997,206	\$ -	\$ -	\$ -	\$402,794	\$1,400,000	\$1,400,000
069-070-083	St. Louis County	COUNTYWIDE	51.80	TRAFFIC CONTROL DEVICES/SAFETY	COUNTY WIDE 6" PAINT EDGELINES ON VARIOUS COUNTY ROADS	HSIP	\$68,400	\$ -	\$ -	\$ -	\$7,600	\$76,000	\$76,000
069-070-090	St. Louis County	COUNTYWIDE	45.90	TRAFFIC CONTROL DEVICES/SAFETY	COUNTY WIDE 6-INCH WET-REFLECTIVE EPOXY EDGELINES ON VARIOUS COUNTY ROADS	HSIP	\$441,000	\$ -	\$ -	\$ -	\$49,000	\$490,000	\$490,000
069-648-035	St. Louis County	CSAH 48	2.60	PAVEMENT RESURFACE AND REHABILITATION	CSAH 48 (LAVAQUE RD) FROM CSAH 14 (5TH ST) TO CSAH 56 (MORRIS THOMAS RD), MILL & OVERLAY AND STORM SEWER	STBGP	\$475,000	\$ -	\$ -	\$ -	\$625,000	\$1,100,000	\$1,100,000
069-632-025CRPAC	St. Louis County	CSAH 32	0.44	BIKE/PED	**AC**CRP**:IN DULUTH CSAH 32 (ARROWHEAD RD.) SIDEWALK CONSTRUCTION FROM MENARD DR. TO CSAH 91 (HAINES RD.) (AC PROJECT, PAYBACK 1 OF 1)	CRP	\$ -	\$ -	\$210,000	\$ -		\$210,000	\$ -
Total							\$ 26,881,606	\$ -	\$ 210,000	\$ -	\$ 16,184,394	\$ 43,276,000	\$ 43,066,000

FY 2027-2030 TIP Projects

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (STIP Total)	Project Total \$ (Project Total)
202-090-001	Hermantown	LOCAL STREETS	2.83	BIKE/PED	CONSTRUCT TWO TRAIL SEGMENTS FROM THE LAVAQUE JUNCTION(CSAH 48)/UGSTAD ROAD INTERSECTION TO THE STEBNER RD./MAPLE GROVE(CSAH6) INTERSECTION. THE 2.83 MILE WORK WILL CONNECT TO A NEW SIDEWALK SYSTEM ALONG UGSTAD RD WHERE IT CONNECTS TO ESSENTIAL WELLNESS CENTER, HERMANTOWN SCHOOL CAMPUS AND STATE HWY 53. TRAIL WILL CONNECT TO PREVIOUSLY CONSTRUCTED SYSTEM IN 2019.	STBGP TAP	\$600,000	\$ -	\$ -	\$ -	\$2,265,244	\$2,865,244	\$2,865,244
Total							\$ 600,000	\$ -	\$ -	\$ -	\$ 2,265,244	\$ 2,865,244	\$ 2,865,244

Table 3: FY2029 Projects

2029 TIP Project List

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (STIP Total)	Project Total \$ (Project Total)
6910-109	MnDOT	MN 23	1.51	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION, GRSU - GRADE AND SURFACE	**PRS**: MN 23 IN DULUTH, FROM 700' W. TH 210 TO 3000' E TH 210. MISSION CREEK REPLACE OLD BR# 5757 WITH NEW BR#69092, REALIGNMENT AND GRADING	STBGP	\$3,338,220	\$ -	\$ -	\$761,780	\$ -	\$4,100,000	\$4,100,000
6910-109PRO	MnDOT	MN 23	1.51	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION, GRSU - GRADE AND SURFACE	**PROTECT**PRS**: MN 23 IN DULUTH, FROM 700' W. TH 210 TO 3000' E TH 210. MISSION CREEK REPLACE OLD BR# 5757 WITH NEW BR#69092, REALIGNMENT AND GRADING	PROTECT	\$2,160,000	\$ -	\$ -	\$540,000	\$ -	\$2,700,000	\$2,700,000
6982-369	MnDOT	I 35	0.10	APPURTENANCE	**HISTORIC**: ON SKYLINE PARKWAY BETWEEN THOMPSON HILL TRANSPORTATION INFORMATION SYSTEM AND I-35/RECONSTRUCT STONE WALL, ADD SAFETY FENCING	SF	\$ -	\$ -	\$ -	\$400,000	\$ -	\$400,000	\$400,000
6926-56	MnDOT	MN 61	11.85	PAVEMENT RESURFACE AND REHABILITATION	**AC**:MN 61, NB, CSAH 33 (MCQUADE ROAD) TO CSAH 42 (HOMESTEAD ROAD) AND SB, CSAH 33 (MCQUADE ROAD) TO KNIFE RIVER, MEDIUM MILL/OVERLAY AND CONSTRUCT FY29 LPP JTURN AT CSAH 50(RYAN RD.) & CSAH 258 (BERGQUIST RD)(AC PROJECT PAYBACK 2030)	NHPP	\$2,327,800	\$5,000,000	\$ -	\$1,672,200	\$ -	\$4,000,000	\$9,000,000
6981-26CE4	MnDOT	HIGHWAY I 535	0.00	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	**BLATNIK**: FY2029 BLATNIK NEW BRIDGE#69913, CONSTRUCTION ADMINISTRATION AND INSPECTION. (MNDOT DOT IS LEAD AGENCY)	NHPP	\$6,345,000	\$ -	\$ -	\$705,000	\$7,950,000	\$15,000,000	\$15,000,000
Total							\$ 14,171,020	\$ 5,000,000	\$ -	\$ 4,078,980	\$ 7,950,000	\$ 26,200,000	\$ 31,200,000
118-132-011AC1	Duluth	MSAS 132	0.93	GRSU - GRADE AND SURFACE	**AC**:IN DULUTH, ON 4TH ST(MSAS 132) FROM MESABA AVE(MN194) TO 6TH AVE E.(MSAS 192). RECONSTRUCT (AC PROJECT PAYBACK 1 OF 2)	STBGP	\$ -	\$ -	\$897,000	\$ -	\$ -	\$897,000	\$ -

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (STIP Total)	Project Total \$ (Project Total)
118-171-007	Duluth	LOCAL STREETS	0.00	BIKE/PED	IN DULUTH, TRANSIT HUB AND RECONDITIONING ON E. SUPERIOR ST	STBGP TAP	\$460,000	\$ -	\$ -	\$ -	\$115,000	\$575,000	\$575,000
Total							\$ 460,000	\$ -	\$ 897,000	\$ -	\$ 115,000	\$ 1,472,000	\$ 575,000
069-691-034TAC	St. Louis County	CSAH 91	0.34	GRSU - GRADE AND SURFACE	**AC**: RECONSTRUCT OF 40TH AVENUE WEST (CSAH 91), FROM GRAND AVE (MSAS 126) TO 0.1 MILES NORTH OF 8TH ST(MSAS 105) INCLUDING SIDEWALK, CURB & GUTTER, AND STORM SEWER , WATERMAIN, LIGHTING, AND A MINI ROUNDABOUT(AC PAYBACK1 OF 1)	STBGP TAP	\$ -	\$ -	\$200,000	\$ -	\$ -	\$200,000	\$ -
069-634-016	St. Louis County	CSAH 34	8.00	PAVEMENT RESURFACE AND REHABILITATION	FULL DEPTH RECLAIM AND OVERLAY CSAH 34 (HOWARD GNESEN RD) FROM CSAH 9 (MARTIN RD) TO CSAH 44 (NORMANNA RD)	STBGP	\$897,000	\$ -	\$ -	\$ -	\$3,103,000	\$4,000,000	\$4,000,000
069-691-037	St. Louis County	CSAH 91	1.01	GRSU - GRADE AND SURFACE	FULL DEPTH RECLAIM AND OVERLAY CSAH 91 (AIRPORT RD) FROM CSAH 91 (HAINES RD) TO CSAH 4 (RICE LAKE RD), ROUNDABOUT AT CSAH 91 (HAINES RD) AND CSAH 91 (AIRPORT RD), SHARED-USE PATH ADJACENT TO CSAH 91 (AIRPORT RD) FROM CSAH 91 (HAINES RD) TO CSAH 4 (RICE LAKE RD)	NHPP	\$1,000,000	\$ -	\$ -	\$ -	\$5,000,000	\$6,000,000	\$6,000,000
069-596-019	St. Louis County	CR 222	0.10	DRAINAGE	**PROTECT**AC**: STONEY POINT DR IN DULUTH TOWNSHIP, FROM 650' W CR 222 ALSETH RD TO 900' E CSAH 61. PERMANENT SLOPE STABILIZATION AND SLIGHT ROAD REALIGNMENT DUE TO EROSION. (AC PROJECT PAYBACK 2030)	PROTECT	\$420,000	\$180,000	\$ -	\$ -	\$325,000	\$745,000	\$925,000
069-656-023	St. Louis County	CSAH 56	0.50	BIKE/PED	**AC**: IN HERMANTOWN CONSTRUCT SIDEWALK ON CSAH 56 (MORRIS THOMAS RD) FROM OKERSTROM RD TO CSAH 91 (HAINES RD) (AC PROJECT, PAYBACK 2030)	STBGP TAP	\$ -	\$180,000	\$ -	\$ -	\$45,000	\$45,000	\$225,000
069-656-023CRP	St. Louis County	CSAH 56	0.50	BIKE/PED	**AC**CRP**: IN HERMANTOWN CONSTRUCT SIDEWALK ON CSAH 56 (MORRIS THOMAS RD) FROM OKERSTROM RD TO CSAH 91 (HAINES RD) (AC PROJECT, PAYBACK 2030)	CRP	\$210,000	\$210,000	\$ -	\$ -	\$155,000	\$365,000	\$575,000

FY 2027-2030 TIP Projects

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (STIP Total)	Project Total \$ (Project Total)
69-00222	St. Louis County	MSAS 224	0.00	RR X-ING IMPROVEMENTS	WCL RR, INSTALL FLASHING LIGHTS, GATES AND CONSTANT WARNING CIRCUITRY AT M224, N 62ND AVE W, DULUTH, ST LOUIS COUNTY (USDOT 251892T).	RRS	\$450,000	\$ -	\$ -	\$ -	\$ -	\$450,000	\$450,000
Total							\$ 2,977,000	\$ 570,000	\$ 200,000	\$ -	\$ 8,628,000	\$ 11,805,000	\$ 12,175,000

Table 4: FY2030 Projects

2030 TIP Project List

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (STIP Total)	Project Total \$ (Project Total)
6980-63	MnDOT	HIGHWAY I 535	0.40	GRSU - GRADE AND SURFACE	I-535, IN DULUTH, FROM 0.73 MI. SE JCT I-35 TO 0.33 MI SE JCT I-35, RECONSTRUCT CONCRETE PAVEMENT	NHPP	\$4,770,000	\$ -	\$ -	\$530,000	\$ -	\$5,300,000	\$5,300,000
6981-26AC1	MnDOT	HIGHWAY I 535	0.00	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	**AC**BLATNIK**INFRA**: I-535, BETWEEN DULUTH & SUPERIOR WISCONSIN OVER ST LOUIS RIVER, REPLACE BLATNIK BRIDGE #9030 WITH NEW BRIDGE 69913. MNDOT IS LEAD AGENCY.(INCLUDES CONSTRUCTION BID, FINAL DESIGN AND CHANGE ORDERS/RISK ESTIMATES, AC PROJECT PAYBACK IN 2030,2031,2032 \$56,000,000) (AC PAYBACK 1 OF 3	NHPP	\$ -	\$ -	\$56,000,000	\$ -	\$ -	\$56,000,000	\$ -
6981-26CE5	MnDOT	HIGHWAY I 535	0.00	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	**BLATNIK**: FY2030 BLATNIK NEW BRIDGE#69913, CONSTRUCTION ADMINISTRATION AND INSPECTION. (MNDOT DOT IS LEAD AGENCY)	NHPP	\$5,710,500	\$ -	\$ -	\$634,500	\$7,155,000	\$13,500,000	\$13,500,000
6926-56AC	MnDOT	MN 61	11.85	PAVEMENT RESURFACE AND REHABILITATION	**AC**:MN 61, NB, CSAH 33 (MCQUADE ROAD) TO CSAH 42 (HOMESTEAD ROAD) AND SB, CSAH 33 (MCQUADE ROAD) TO KNIFE RIVER, MEDIUM MILL/OVERLAY AND CONSTRUCT FY29 LPP JTURN AT CSAH 50(RYAN RD.) & CSAH 258 (BERGQUIST RD)(AC PROJECT PAYBACK 1 OF 1)	NHPP	\$ -	\$ -	\$5,000,000	\$ -	\$ -	\$5,000,000	\$ -

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (STIP Total)	Project Total \$ (Project Total)
6925-147	MnDOT	MN 61	0.83	PAVEMENT RESURFACE AND REHABILITATION	MN 61, IN DULUTH FROM 0.14 MI. N. OF 60TH AVE E. TO 0.12 MI N SUPERIOR ST, MILL/OVERLAY AND CONST ROUNDABOUT AT JCT MN 61 AND MSAS164 (SUPERIOR ST.) AND CONST CONTINUOUS T INTERSECTION AT MN 61 AND MSAS185 (CONGDON BLVD.)	NHPP	\$5,232,929	\$ -	\$ -	\$1,194,152	\$ -	\$6,427,081	\$6,427,081
6925-147S	MnDOT	MN 61	0.83	TRAFFIC CONTROL DEVICES/SAFETY	**SEC164**:MN 61, CONST ROUNDABOUT AT JCT MN 61 AND MSAS164 (SUPERIOR ST.) AND CONST CONTINUOUS T INTERSECTION AT MN 61 AND MSAS185 (CONGDON BLVD.)	HSIP	\$1,365,000	\$ -	\$ -	\$151,667	\$ -	\$1,516,667	\$1,516,667
6925-147CRP	MnDOT	MN 61	0.83	TRAFFIC CONTROL DEVICES/SAFETY	**CRP**:CONST ROUNDABOUT AT JCT MN 61 AND MSAS164 (SUPERIOR ST.) AND CONST CONTINUOUS T INTERSECTION AT MN 61 AND MSAS185 (CONGDON BLVD.)	CRP	\$860,000	\$ -	\$ -	\$196,252	\$ -	\$1,056,252	\$1,056,252
Total							\$ 17,938,429	\$ -	\$ 61,000,000	\$ 2,706,571	\$ 7,155,000	\$ 88,800,000	\$ 27,800,000
118-132-011AC2	Duluth	MSAS 132	0.90	GRSU - GRADE AND SURFACE	**AC**:IN DULUTH, ON 4TH ST(MSAS 132) FROM MESABA AVE(MN194) TO 6TH AVE E.(MSAS 192). RECONSTRUCT (AC PROJECT PAYBACK 2 OF 2)	STBGP	\$ -	\$ -	\$897,000	\$ -	\$ -	\$897,000	\$ -
118-090-030	Duluth	LOCAL STREETS	0.30	BIKE/PED	IN DULUTH CONSTRUCTION OF CROSS CITY TRAIL SEGMENT 6 - REDRUTH ST TO FREMONT ST.	STBGP TAP	\$700,000	\$ -	\$ -	\$ -	\$175,000	\$875,000	\$875,000
Total							\$ 700,000	\$ -	\$ 897,000	\$ -	\$ 175,000	\$ 1,772,000	\$ 875,000
069-596-019AC	St. Louis County	CR 222	0.10	GRSU - GRADE AND SURFACE	**PROTECT**AC**: STONEY POINT DR IN DULUTH TOWNSHIP, FROM 650' W CR 222 ALSETH RD TO900' E CSAH 61. PERMANENT SLOPE STABILIZATION AND SLIGHT ROAD REALIGNMENT DUE TO EROSION. (AC PROJECT PAYBACK 1 OF 1)	PROTECT	\$ -	\$ -	\$180,000	\$ -	\$ -	\$180,000	\$ -

FY 2027-2030 TIP Projects

State Project ID	Agency	Roadway Name	Est. Length (Miles)	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Fed AC \$*	Fed AC Payback**	State T.H. or Bond \$	Other \$	Project Total \$ (STIP Total)	Project Total \$ (Project Total)
069-656-023AC	St. Louis County	CSAH 56	0.50	BIKE/PED	**AC**: IN HERMANTOWN CONSTRUCT SIDEWALK ON CSAH 56 (MORRIS THOMAS RD) FROM OKERSTROM RD TO CSAH 91 (HAINES RD) (AC PROJECT, PAYBACK 1 OF1)	STBGP TAP	\$ -	\$ -	\$180,000	\$ -	\$ -	\$180,000	\$ -
069-656-023CRPAC	St. Louis County	CSAH 56	0.50	BIKE/PED	**AC**: IN HERMANTOWN CONSTRUCT SIDEWALK ON CSAH 56 (MORRIS THOMAS RD) FROM OKERSTROM RD TO CSAH 91 (HAINES RD) (AC PROJECT, PAYBACK 1 OF1)	CRP	\$ -	\$ -	\$210,000	\$ -	\$ -	\$210,000	\$ -
Total							\$ -	\$ -	\$ 570,000	\$ -	\$ -	\$ 570,000	\$ -
202-102-006	Hermantown	MSAS 102	0.50	GRSU - GRADE AND SURFACE	RECONSTRUCTION OF MSAS 102(HERMANTOWN RD BETWEEN 0.5 MI W. OKERSTROM ROAD AND (CSAH 91)HAINES ROAD.	STBGP	\$897,000	\$ -	\$ -	\$ -	\$3,903,000	\$4,800,000	\$4,800,000
Total							\$ 897,000	\$ -	\$ -	\$ -	\$ 3,903,000	\$ 4,800,000	\$ 4,800,000

Table 5: FY2027-2030 Transit Capital Projects and Operations

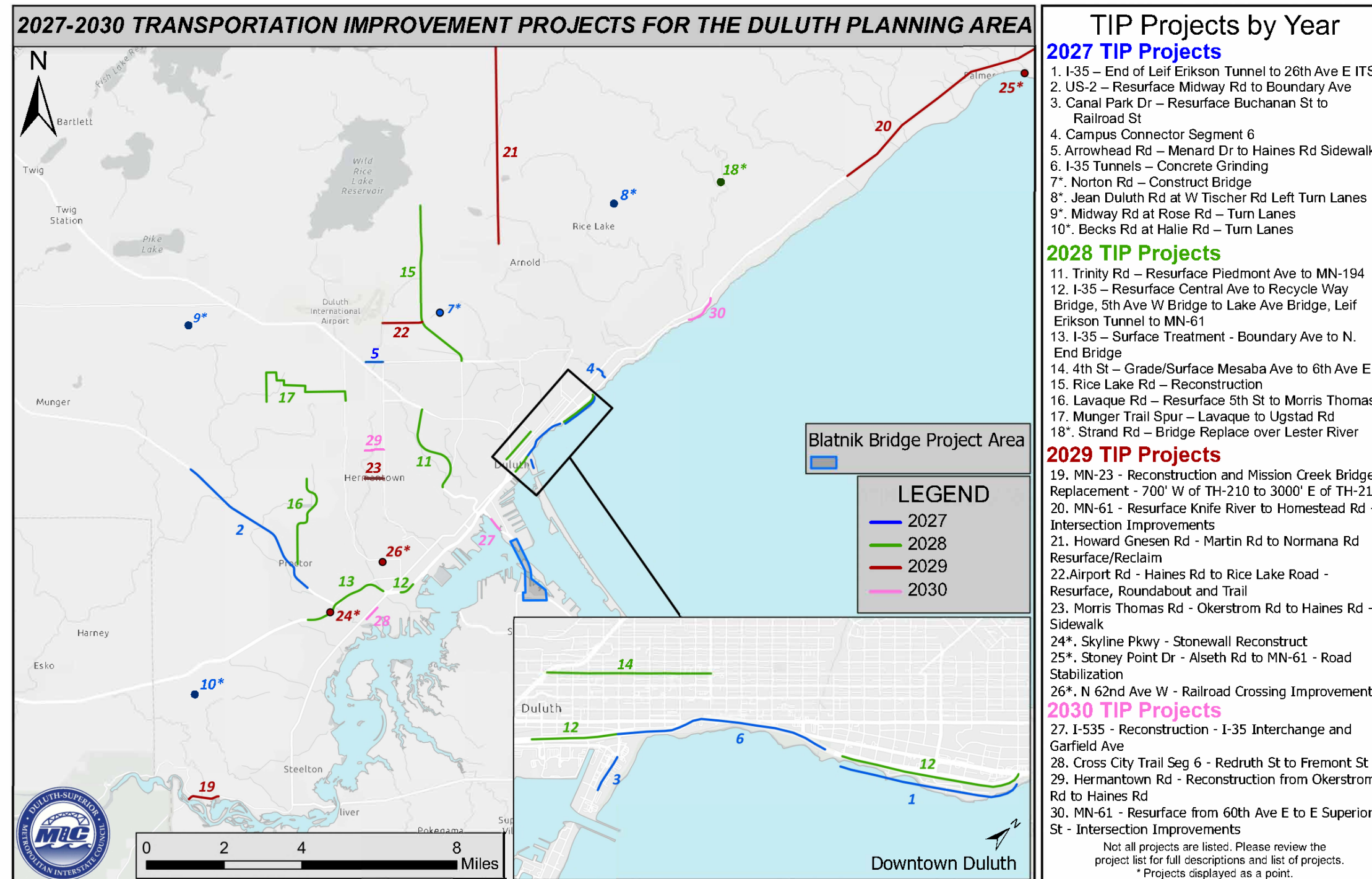
2027-2030 Transit TIP Project List

State Project ID	Agency	Roadway Name	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Other \$	Project Total \$	Year
TRF-0016-27A	DTA	TRANSIT	TRANSIT OPERATIONS	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	FTA	\$1,966,769	\$24,896,369	\$26,863,138	2027
TRF-0016-27B	DTA	TRANSIT	TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -	\$1,386,205	\$1,386,205	2027
TRF-0016-27D	DTA	TRANSIT	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	DULUTH TRANSIT AUTHORITY; PURCHASE FORKLIFT	FTA	\$ -	\$66,000	\$66,000	2027
TRF-0016-27E	DTA	TRANSIT	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5307: RAPID TRANSIT STATION IMPROVEMENTS	FTA	\$9,600,000	\$2,400,000	\$12,000,000	2027
TRF-0087-27	UDAC	TRANSIT	TRANSIT GRANT CAPITAL IMPROVEMENT	SECT 5310: UDAC, INC.; PURCHASE ONE (1) MINIVAN (CLASS 200) EXPANSION	FTA	\$74,640	\$18,660	\$93,300	2027
TRF-0016-28A	DTA	TRANSIT	TRANSIT OPERATIONS	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	FTA	\$2,025,772	\$25,323,680	\$27,349,452	2028
TRF-0016-28B	DTA	TRANSIT	TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -	\$1,455,516	\$1,455,516	2028
TRF-0016-28C	DTA	TRANSIT	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5307: DULUTH TRANSIT AUTHORITY; RAPID TRANSIT STATION IMPROVEMENTS	FTA	\$2,000,000	\$500,000	\$2,500,000	2028
TRF-9096-28	ARDC	TRANSIT	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECTION 5310:ARROWHEAD REGIONAL DEVELOPMENT COMMISSION MOBILITY MANAGEMENT 7/1/29 - 6/30/2031	FTA	\$60,512	\$15,128	\$75,640	2028
TRF-0016-29A	DTA	TRANSIT	TRANSIT OPERATIONS	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	FTA	\$2,086,545	\$26,630,379	\$28,716,924	2029
TRF-0016-29B	DTA	TRANSIT	TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -	\$1,528,291	\$1,528,291	2029

FY 2027-2030 TIP Projects

State Project ID	Agency	Roadway Name	Type of Work	Technical Project Description	Type of Funds	Fed \$ (Non-AC)	Other \$	Project Total \$	Year
TRF-0016-29C	DTA	TRANSIT	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5307: DULUTH TRANSIT AUTHORITY; RAPID TRANSIT STATION IMPROVEMENTS	FTA	\$2,086,545	\$521,636	\$2,608,181	2029
TRF-0016-30A	DTA	TRANSIT	TRANSIT OPERATIONS	SECT 5307: DULUTH OPERATING ASSISTANCE - REGULAR ROUTE	FTA	\$2,086,545	\$26,630,379	\$28,716,924	2030
TRF-0016-30B	DTA	TRANSIT	TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	LF	\$ -	\$1,528,291	\$1,528,291	2030
TRF-9069-30	ARDC	TRANSIT	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECTION 5310:ARROWHEAD REGIONAL DEVELOPMENT COMMISSION MOBILITY MANAGEMENT 7/1/31 - 6/30/2033	FTA	\$64,400	\$16,100	\$80,500	2030
Total						\$ 22,051,728	\$ 112,916,634	\$ 134,968,362	

Map 3: Locations of TIP Projects



Regionally Significant Non-Federally Funded Projects

Table 6: Regionally Significant Non-Federally Funded Projects – St. Louis County

Anticipated Construction Start Year	Public Project Description	Funding Source	Project Total \$
2026	Reconstruct Midway Rd (CSAH 13) at N Cloquet Rd (CSAH 45) in Midway Township (SAP 069-613-048). Includes modification of the profile of Midway Rd to increase intersection sight distance and construct left- and right-turn lanes on Midway Rd.	LRIP and State Aid	\$ 1,876,413
2027	Replace the traffic signal on TH 2 at Boundary Ave (CSAH 14) in the City of Proctor (SAP 069-614-026, SP 6908-72). Includes construction of new sidewalk and shared-use paths on Boundary Ave between Alice St and the second driveway serving Blackwoods. Project cost only includes St. Louis County's share.	State Aid and State Funds	\$ 970,000
2027	Construct new sidewalk on 2nd Ave (CSAH 48) between TH 2 and Oak St in the City of Proctor (SAP 069-648-036, SP 6908-72). Includes construction of a new pedestrian refuge (raised median) on TH 2 at 2nd Ave. Project cost only includes St. Louis County's share.	State Aid and State Funds	\$ 55,000
2027	Reconstruct Lavaque Bypass (CSAH 48) between TH 53 and Ugstad Rd (CR 284) in the City of Hermantown (SAP 069-648-037). Includes construction of a roundabout on Lavaque Bypass at Ugstad Rd and a raised median on Lavaque Bypass. City of Hermantown will construct new city streets that connect to Lavaque Bypass and Ugstad Rd. Project cost only includes St. Louis County's share.	State Aid and DEED Funds	\$ 3,600,000
2027	Reconstruct 2nd St (CSAH 11) between 5th Ave and TH 2 in the City of Proctor (SAP 069-611-020). Includes construction of a raised median on both approaches on 2nd St at the railroad crossing (USDOT #251900H), new sidewalk on 2nd St and a new pedestrian refuge (raised median) on 2nd St near Pionk Dr.	State Aid Funds	\$ 650,000
2028	Reconstruct 40th Ave West (CSAH 91) between 9th St and the driveway serving the Northwoods Children's Services West Campus in the City of Duluth (SAP 069-691-036). The project includes extending the shared-use path that was constructed under SP 069-691-034 across the railroad crossing (USDOT #251887W) to connect to the existing sidewalk on Haines Rd.	State Aid Funds	\$ 400,000
2029	Construct J-Turn on TH 61 at Ryan Rd (CSAH 50) in Duluth Township (SAP 069-650-006, SP 6926-56). Includes realignment of both approaches of Ryan Rd to remove intersection skew. Project cost includes St. Louis County's share and the LPP award.	LPP	\$ 1,400,000
2029	Construct J-Turn on TH 61 at Bergquist Rd (CR 258) in Duluth Township (CP 0258-962443, SP 6926-56). Project will be included in MnDOT's TH 61 resurfacing project. Project cost reflects the J-turn construction.	State Funds	\$ 725,000
2028	Resurfacing of CSAH 45 (N Cloquet Rd) from CSAH 13 (Midway Rd) to CR 284 (Ugstad Rd), resurfacing of CSAH 73 (Old Hwy 61) from CR 897 (Grandview Rd) to CSAH 45 (N Cloquet Rd). Project includes realignment of various road approaches and intersection configurations.	State Aid Funds	\$ 1,500,000
2028	Resurfacing of CSAH 56 (Morris Thomas Rd) from TH 33 to CSAH 98 (Canosia Rd)	State Aid Funds	\$ 1,600,000
2030	Resurfacing of CSAH 42 (Homestead Rd) from CSAH 61 (N Shore Dr) to W Knife River Rd	State Aid Funds	\$ 2,500,000
2030	Resurfacing of CSAH 43 (Ryan Rd) from CSAH 43 (Lismore Rd) to CSAH 42 (Homestead Rd)	State Aid Funds	\$ 1,750,000
		Project Totals:	\$17,026,413

Table 7: Regionally Significant Non-Federally Funded Projects – City of Duluth

Anticipated Construction Start Year	Public Project Description	Funding Source	Project Total \$ (Project Total)
TBD	Canal Park area reconditioning project, concrete pavement repairs on Lake Ave from Railroad St to Lift Bridge	Local	\$ 2,326,750
TBD	Canal Park area reconditioning project, concrete pavement repairs on Buchanan from Lake Ave to Canal Park Dr	Local	\$ 423,000
2025 – Completed	Skyline Parkway - Enger Park overlook loop from Hank Jensen Dr to Hank Jensen Dr. Added new a bike and ped facility.	Local	\$ 140,000
2025 - Completed	Eklund Ave Reconstruction - Swan Lake Rd to Maple Grove Rd - added sidewalk, implemented traffic calming based on Duluth Heights Circulation Study (MIC)	Local	\$ 2,552,400
		Project Totals:	\$5,442,150

Performance-based Planning and Programming

Chapter 4: Performance-based Planning and Programming

Performance Measures

Federal planning requirements direct Metropolitan Planning Organizations to establish performance measure (PM) targets for safety, pavement and bridge condition, travel and freight reliability, and transit asset management (TAM), and to plan and program projects in their annual Transportation Improvement Programs (TIPs) to contribute to the accomplishment of national, state and local transportation performance goals.

MPOs are further directed to incorporate the performance measures and their adopted targets into the development of their long-range Metropolitan Transportation Plans. TIPs must also include an assessment, to the extent practicable, of how those federally funded investments will help to meet those PM targets.

National Performance Measure Goals (23 USC 150(b))

According to 23 USC 150(b), the initial policy creating national performance measures in federal transportation funding, it is in the interest of the United States to focus the federal-aid highway program on the following national goals:

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

Performance-based Planning and Programming

including reducing regulatory burdens and improving agencies' work practices.

<https://www.fhwa.dot.gov/tpm/about/goals.cfm>

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

- **Transit**
 - Rolling Stock: The percentage of revenue vehicles (by type) that have either met or exceeded their useful life benchmark (ULB).
 - Equipment: The percentage of non-revenue, support-service, and maintenance vehicles (by type) that have either met or exceeded their 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
 - Rate of fatalities (per 100 million vehicle miles traveled)
 - Number of serious injuries
 - Rate of 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

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- **CMAQ** - Congestion Reduction (NOTE: not applicable to the MIC area)
 - Peak Hour Excessive Delay (PHED) Measure: Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita
 - Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of Non-Single Occupancy Vehicle (SOV) Travel
 - Emissions Measure: Total Emission Reductions

MIC-Adopted Performance Measure (PM) & Transit Targets

MPOs may adopt and support the state's performance measure targets, develop their own targets, or use a combination of both for their metropolitan planning area. The MIC has decided to adopt MnDOT's statewide targets for safety, pavement and bridge condition, and NHS system performance, and the DTA's targets for transit asset management (TAM) and safety performance (PTASP).

MIC transportation performance measures information can be found at:
dsmic.org/performance-measures-mn.

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PM 1: Safety - Highway Safety Improvement Program Performance Targets (2025)

For the Minnesota portion of the MIC area, the annually adopted Highway Safety Improvement Program (HSIP) Performance Measure Targets for 2026 are as follows:

Safety Performance Measure	Current Baseline (2020-2024)	2026 Target*
Fatalities	442.4	352.4
Fatality Rate (per 100 million VMT)	0.780	0.582
Serious Injuries	1,854.0	1463.4
Serious Injury Rate (per 100 million VMT)	3.264	2.470
Non-motorist Fatalities & Serious Injuries	303.6	258.4

VMT = Vehicle Miles Traveled

*Same as 2024 & 2025 adopted targets

The PM1 targets remain unchanged from 2025 and 2024, because all five targets have not been met each of the prior two years. To set achievable safety goals, the Minnesota [Strategic Highway Safety Plan](#) (SHSP) has been updated to maintain the previous 2025 federal safety measure targets at the same level and extending them out to 2030.

As part of the Safety Action Plan development that the MIC has been undertaking, the MIC Policy Board passed a resolution establishing the MIC's commitment to attaining the goal of zero traffic deaths and serious injuries for all modes of travel in the MIC's planning area by 2050. [The Duluth-Superior Area Safety Action Plan](#) will be completed in September 2026 and will be succeeded by a continuous implementation effort working toward eliminating transportation-related fatalities and serious injuries in the MIC Planning Area.

Performance-based Planning and Programming

PM 2: Infrastructure - NHS Pavement and Bridge Condition Targets (2023-2025)

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

Infrastructure Performance Measure	2-year Target (2023)	4-year Target (2025)
% NHS Bridges in Good Condition	30%	35%
% NHS Bridges in Poor Condition	5%	5%
% Interstate Pavement in Good Condition	60%	60%
% Interstate Pavement in Poor Condition	2%	2%
% Non-Interstate NHS Pavement in Good Condition	55%	55%
% Non-Interstate NHS Pavement in Poor Condition	2%	2%

NHS = National Highway System

PM3: System Reliability Performance Targets – NHS Performance and Freight Movement (2023-2025)

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

System Reliability Performance Measure	2-year Target (2023)	4-year Target (2025)
% Reliable Person Miles on the Interstate	82%	82%
% Reliable Person Miles on the Non-Interstate NHS	90%	90%
Truck Travel Time Reliability Index	1.4	1.4

NHS = National Highway System

Performance-based Planning and Programming

Transit Asset Management (TAM) 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 2026 coordination and consultation with the DTA, its available data, and the DTA-approved TAM Plan & Performance Targets, the following TAM targets for 2026 are made part of the 2027-2030 TIP:

Asset	4-year Target (2026)
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 facility elements within the Administrative & Maintenance Facility have a condition rating below 3.

The DTA has a current fleet of 77 fixed-route buses (7-battery-electric) and an additional 18 paratransit vehicles. The following list details how DTA has made progress towards the TAM targets, as well as challenges DTA faces in making progress towards the TAM targets:

Rolling Stock (Revenue Vehicles)

In 2025, the DTA replaced 9 of the fixed-route buses and 5 paratransit buses. Two additional electric buses were added in early 2026. An additional paratransit replacement bus is being added and 6 more have recently been ordered, with delivery expected in late 2026. Seven replacement fixed-route buses will be ordered in early 2026.

Equipment (Non-Revenue Vehicles)

The DTA is committed to planning for the replacement of all non-revenue vehicles within one year of reaching their useful life as funds are available. The purpose of this commitment is to show that it is important that the DTA have safe and efficient vehicles for employees to use for

Performance-based Planning and Programming

service work ranging from plowing snow to on-Street Supervision to delivering Operators to buses. An inspection, as per the DTA maintenance plan will establish the condition rating of equipment based on useful life remaining. This inspection will be carried out by DTA staff and records kept on file locally.

Passenger/Parking Facilities (Condition)

In late 2024, a large sprinkler system replacement project began and was completed in the Summer of 2025. Some minor door repairs and replacements were also completed. Larger projects are planned in 2026 to repair floor drains and the floor itself.

Extenuating circumstances that impact DTA's TAM

Environmental circumstances in Northeast Minnesota can have negative impacts on assets. The extreme weather conditions in the winter, wind off Lake Superior, and the hilly landscape can take an increased toll on vehicles and facilities.

Supply chain and build times for vehicles has become so long that it is having a negative impact on operations and costs to maintain aging vehicles.

Public Transportation Agency Safety Plan (PTASP) Targets

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. The Duluth Transit Authority's Safety Performance targets were approved August 2023 by the DTA Board of Directors. Based on 2026 coordination with the Duluth Transit Authority, the PTASP targets are incorporated into the 2027-2030 Duluth TIP.

Performance-based Planning and Programming

Public Transportation Agency Safety Plan (PTASP) Targets							
Targets below are based on the previous 5 years of Duluth Transit Authority's safety performance data.							
Mode of Transit Service	Fatalities (Total)	Fatalities (per 100,000 VRM)	Injuries (Total)	Injuries (per 100,000 VRM)	Safety Events (Total)	Safety Events (per 100,000 VRM)	System Reliability (VRM/ Failures)
Fixed Route Bus	0	0	3.5	0.18	5	0.26	9,200
ADA/Paratransit	0	0	0.5	0.19	1	0.38	188,000

Anticipated Effect of Transportation Investments on Performance Measures

The MIC uses its planning and programming of improvement projects to contribute to the accomplishment of national, state and local transportation performance measure goals. Following is a brief discussion of the anticipated effect of the projects in this TIP on the performance measure targets.

System Reliability Performance Targets - NHS Performance and Freight Movement

PM 1 – Highway Safety Improvement Program Performance Targets

The Duluth Area TIP projects are anticipated to contribute positively to the statewide safety performance targets. Projects in the TIP include safety improvements for all modes by reducing known conflicts, adding new bicycle and pedestrian infrastructure, and more. Additional data and resources, if available, would help the MPO and its partnering jurisdictions better measure performance targets. For more information on statewide reporting, visit: <https://www.fhwa.dot.gov/tpm/reporting/state/safety.cfm?state=Minnesota>.

PM 2 – NHS Pavement and Bridge Condition Targets

The Duluth Area TIP projects are anticipated to contribute positively to the overall statewide performance targets for NHS Pavement and Bridge Condition. PM2 targets only apply to

Performance-based Planning and Programming

MnDOT within the MIC area. The massive Blatnik Bridge project will improve pavement and bridge conditions on the national Interstate system. MnDOT District 1 is continually working to improve pavement conditions on the Interstate and Non-Interstate NHS.

PM 3 – NHS Performance and Freight Movement System Reliability Performance Targets

The Duluth Area TIP projects are anticipated to contribute positively to the overall statewide performance targets for Performance and Freight Movement on the Interstate and Non-Interstate NHS System.

Transit Asset Management (TAM) Targets

The Duluth Area TIP transit projects are anticipated to contribute positively to the TAM targets. To meet targets, the DTA plans to replace regular route buses. Outside the TIP, they also have “preventative maintenance” budgeted for every year to maintain their current fleet. The DTA will also be building on its work to implement the agency’s [Better Bus Blueprint](#) by improving bus stops with rapid transit station improvements programmed for 2028 and 2029.

Public Transportation Agency Safety Plan (PTASP) Targets

The Duluth Area TIP transit projects are anticipated to contribute positively to the PTASP targets. To meet targets, the DTA will be purchasing new buses to replace existing buses which will help make sure all buses on the road are in working order. The DTA will also complete rapid transit station improvement projects. In regard to reliability targets, the DTA is continuing to upgrade technology, including 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 MnDOT performance measures and asset management. Any future action necessary by the MIC Policy Board will be amended into the TIP to reflect adopted measures.

Chapter 5: Community Impact Assessment

Drawing from the framework established by Title VI of the Civil Rights Act of 1964, and the 1969 National Environmental Policy Act (NEPA), the U.S. Department of Transportation (USDOT) set forth the following three principles to ensure non-discrimination in its federally funded activities:

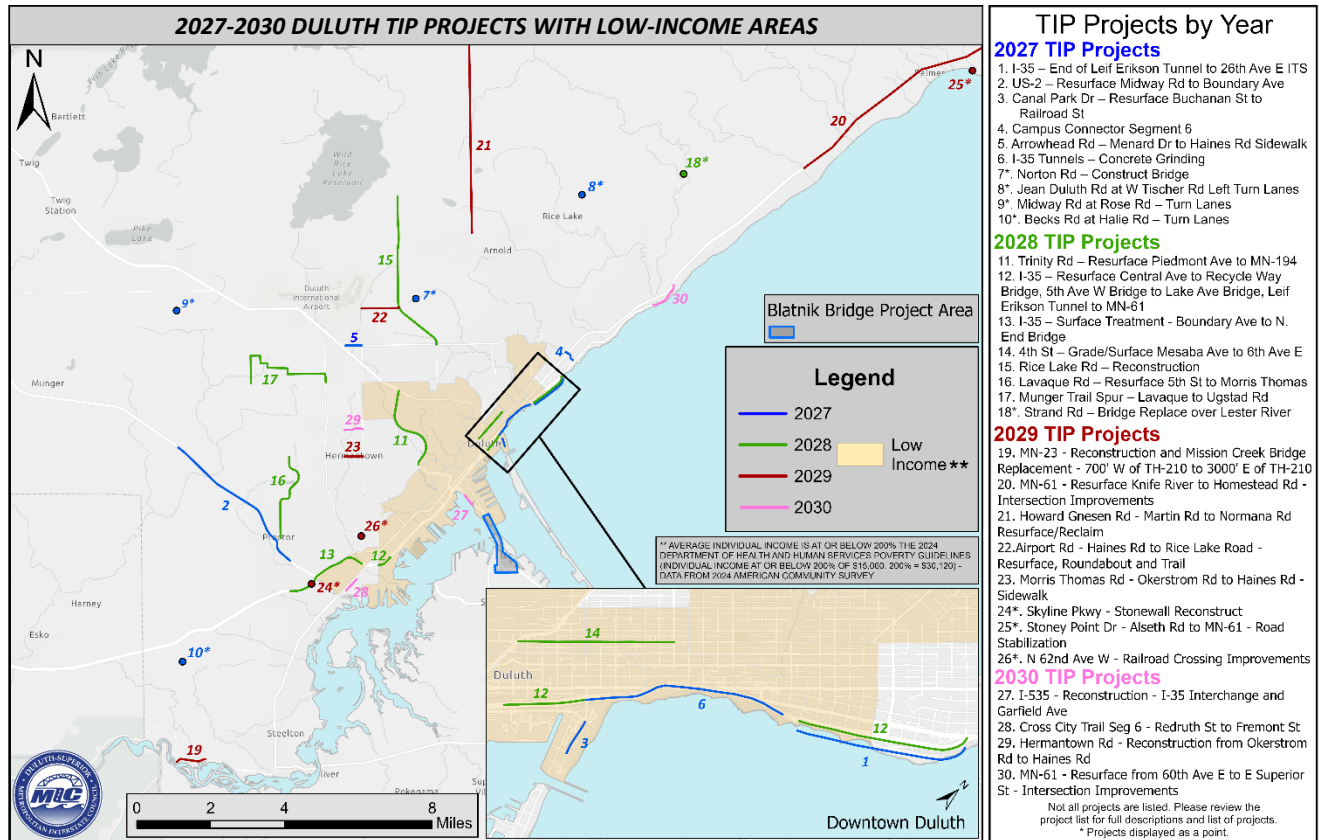
- To avoid discrimination on the basis of race, color, or national origin.
- To ensure full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits on the basis of race, color, national origin.

Additionally, recent Executive and DOT Orders including 2100.7, 14148, and 14173 have updated the ways in which jurisdictions carrying out federally funded projects and programs consider community impacts. These considerations include avoiding, to the extent practicable, adverse impacts on families and communities. These adverse impacts may include, but are not limited to, noise; water pollution; soil contamination; a denial of or a reduction in transportation services; increased difficulty in raising children in a safe and stable environment; and destruction or disruption of community cohesion, safety, or economic vitality.

To the extent practicable, federal fund recipients should maximize benefits for families and communities. The benefits may include, but are not limited to, economic opportunities, such as increased access to jobs, healthcare facilities, recreational activities, commercial activity, or any actions or project components that will help alleviate poverty, enhance safety, and primarily benefit families and communities by improving the quality of their lives, raising their standard of living, or enabling them to participate more fully in our economy.

The MIC's community impact assessment is based on these laws and guidance from executive orders to understand how projects are helping to maximize benefits for families and communities by understanding where low-income populations are located and the economic opportunities that nearby transportation projects can provide them.

Map 4: Project Locations and Census Tracts with High Concentration of Low-Income populations

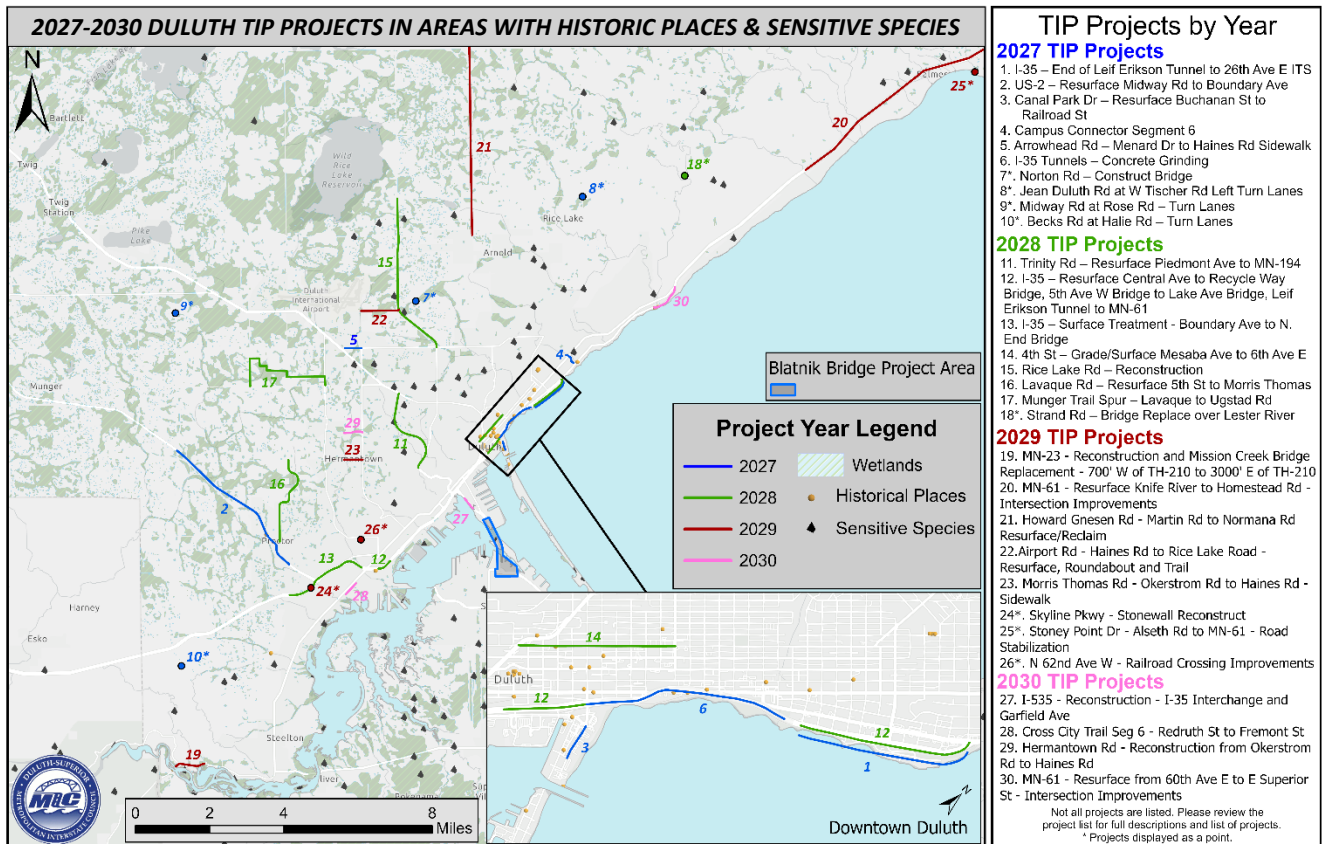


Source: United States Census Bureau American Community Survey 5-year Estimates (2020-2024).

Map 5 identifies wetlands, historic places, and sensitive species relative to the projects listed in this TIP because of these assets' importance for quality of life and community cohesion.

Community Impact Assessment

Map 5: 2027-2030 Duluth Area TIP Projects with Historical Places and Sensitive Species



Community Impact Assessment

Assessment of Community Impact of 2027-2030 Duluth Area TIP Projects

The TIP project list contains projects which represent investment in infrastructure in areas of low-income. These 9 projects include:

Map ID	Agency	Year	Description	Cost
1	MnDOT	2027	ITS Leif Erickson Tunnel to 26 th Ave E	\$666,667
3	City of Duluth	2027	Canal Park Dr Resurface	\$1,480,500
6	MnDOT	2027	I-35 tunnel concrete grinding	\$350,000
11	MnDOT	2028	Trinity Rd Resurface	\$4,800,000
12	MnDOT	2028	I-35 Resurface in three segments	\$2,500,000
13	MnDOT	2028	I-35 surface treatment	\$2,000,000
14	City of Duluth	2028	4 th St Reconstruction	\$10,896,750
27	MnDOT	2030	I-535 Reconstruction	\$5,300,000
28	City of Duluth	2030	Cross City Trail Segment 6	\$875,000

Concentrations of Low-Income Populations

In accordance with DOT Order 2100.7 (2025), it is reasonably expected that these projects will have the cumulative effect of enhancing community cohesion and quality of life, improving safety for children and families, and providing economic opportunities that raise living standards and enable fuller participation in our economy. Each of these projects are expected to benefit, rather than adversely impact, low-income individuals and families living in the area.

Historical Places and Sensitive Species

In accordance with DOT Order 2100.7 (2025), it is reasonably expected that these projects will have the cumulative effect of enhancing community cohesion and quality of life, improving safety for children and families, and providing economic opportunities that raise living standards and enable fuller participation in our economy. Each of these projects are expected to benefit, rather than adversely impact, historical places and sensitive species.

Chapter 6: Financial Plan

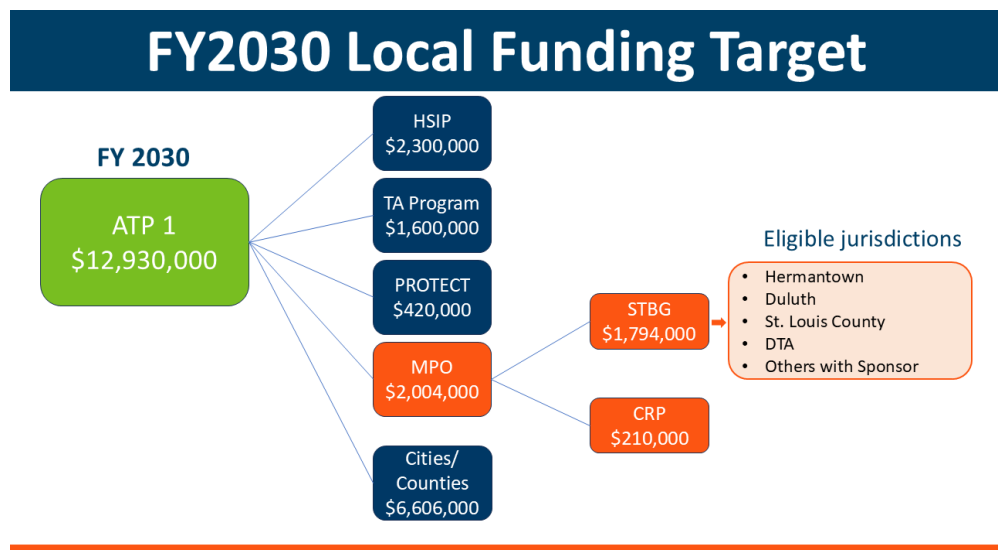
The MIC must demonstrate fiscal constraint when programming funding for projects in the TIP.

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

Federal Funding Levels

Federally funded transportation projects within the MIC area are programmed regionally through the NEMNATP process (see page 6 for more information). The NEMNATP receives a targeted amount of federal funding for the northeast Minnesota region which is further directed using state-established formulas and funding targets. Although subject to flexibility, these targets are used during development of the Duluth Area TIP, the NE Minnesota ATIP, and the MN state STIP to help establish the priority list of projects. Figure 2 below identifies the breakdown of funding targets set by MnDOT to be used in the solicitation process (not all FHWA funds spent).

Figure 2: Annual Funding Targets – MIC & NEMNATP

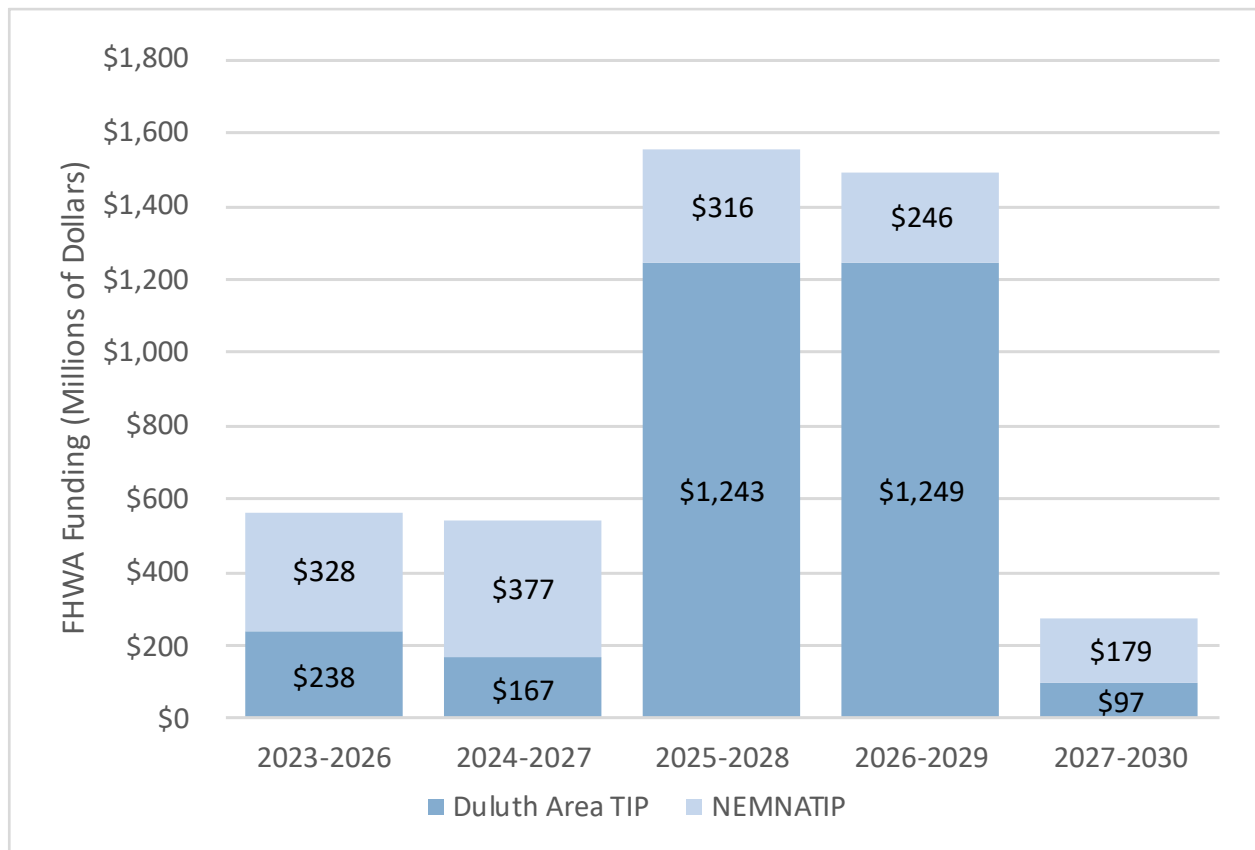


Source: MnDOT –
Bryan Anderson

Trends in Federal Transportation Funding

Figure 3 below compares the levels of federal funding being programmed in the Duluth Area TIP and the NEMNATIP with the TIP and ATIPs of the last 5 years for all FHWA funding.

Figure 3: Comparison of Past Federal Funding – MIC & NEMNATP



Source (s): Duluth TIP, NEMNATP | Does not include AC Payback dollars

Financial Plan: Roadway Investments

Figure 4 represents the Duluth Area’s financial plan for funding the roadway projects being programmed in the Duluth Area TIP. It identifies funding sources as specified by each of the jurisdictions to be expected and available during the next four years.

Figure 4: Funding for Streets and Highways in Recent Years (millions of dollars)

Jurisdiction	2027		2028		2029		2030		Annual Avg	
	M	O	M	O	M	O	M	O	Maintenance	Operations
MnDOT	\$3.20	\$1.84	\$3.32	\$1.91	\$3.44	\$1.98	\$3.56	\$2.05	\$3.38	\$1.95
St. Louis County	\$3.89	\$4.88	\$4.05	\$5.07	\$4.21	\$5.28	\$4.38	\$5.49	\$4.13	\$5.18
City of Duluth	\$6.21	\$5.03	\$6.46	\$5.23	\$6.72	\$5.44	\$6.99	\$5.66	\$6.60	\$5.34
City of Hermantown	\$1.06	\$ -	\$1.08	\$ -	\$1.11	\$ -	\$1.16	\$ -	\$1.10	\$ -
Total	\$14.36	\$11.76	\$14.90	\$12.22	\$15.47	\$12.70	\$16.09	\$13.20	\$15.21	\$12.47

M = Maintenance | O = Operations

Source(s): MnDOT, St. Louis County, City of Duluth, City of Hermantown, MIC

Assessment of Fiscal Constraint – Roadway Investments

The MIC has assessed the ability of the area’s transportation authorities to meet their financial commitments with the projects programmed in the TIP while also continuing to fund their ongoing operations and maintenance (O&M). To demonstrate fiscal constraint, project costs were compared with budget data from previous years. Project costs have been adjusted to reflect an

inflation rate to account for the effects of inflation at the year of expenditure. Revenue estimates were held flat over this same period, as budget increases cannot be reasonably assumed at this time.

Figure 5 provides expected annual average revenue levels for the Duluth Area jurisdictions based on the expenditures of recent years. 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. The 2026 MnDOT capital outlay is higher than normal due to the Blatnik Bridge project and the 2026 City of Duluth funding is higher due to the West Superior Street project.

Figure 5: Fiscal Constraint Review: Duluth Area TIP (millions of dollars)

Jurisdiction	2023		2024		2025		2026		Annual Avg	
	O&M	Capital Outlay	O&M	Capital Outlay	O&M	Capital Outlay	O&M	Capital Outlay	O&M	Capital Outlay
MnDOT	\$4.70	\$12.78	\$4.70	\$21.20	\$4.70	\$20.62	\$4.87	\$1,628.50	\$4.74	\$420.78
St. Louis County	\$8.30	\$9.43	\$7.80	\$4.70	\$8.10	\$2.58	\$8.43	\$12.27	\$8.16	\$7.25
City of Duluth	\$9.60	\$2.51	\$10.00	\$3.48	\$10.40	\$3.19	\$10.81	\$70.49	\$10.2	\$29.93
City of Hermantown	\$0.90	\$ -	\$1.00	\$1.48	\$1.03	\$ -	\$1.03	\$ -	\$0.99	\$ -
Total	\$23.50	\$24.72	\$23.50	\$30.86	\$24.23	\$26.39	\$25.14	\$1,711.26	\$24.09	\$448.31

Source(s): MnDOT, St. Louis County, City of Duluth, City of Hermantown

These averages in Figure 5 are compared against the TIP project costs in Figure 6 to show that project costs in the TIP do not exceed the revenue levels expected for capital outlay, and that jurisdictions will also continue to have the financial capability to carry out general system maintenance beyond the funds directed to those TIP projects. MnDOT's projects do, however, show a much higher

expense in the next four years than historical revenues due to the very large Blatnik Bridge reconstruction project. In this case, MnDOT will be receiving additional funding for construction from statewide sources (Bridge program and state bonding and federal funding from IJJA's National Highway Performance Program (NHPP) and National Highway Freight for the TPI Reconstruction Project. Maintenance and operations costs for the Blatnik Bridge after reconstruction are not expected to increase.

Figure 6: Total Project Cost: Duluth Area TIP

Total Project Costs: 2027-2030 Duluth Area TIP

Jurisdiction	2027	2028	2029	2030	Expenses 2027-2030 TIP (4-year total)	Revenues	
						Avg. Expend. (in millions)	
						(4 years)	
						Maintenance	Operations
MnDOT	\$33,036,667	\$28,330,000	\$26,200,000	\$88,800,000	\$176,366,667	\$13.5	\$7.78
St. Louis County	\$5,156,417	\$43,276,000	\$11,805,000	\$570,000	\$60,807,417	\$16.5	\$20.7
City of Duluth	\$3,661,750	\$9,680,776	\$1,472,000	\$1,772,000	\$16,586,526	\$26.4	\$21.4
Hermantown	\$ -	\$2,865,244	\$ -	\$4,800,000	\$4,800,000	\$4.4	\$ -
Total	\$41,854,834	\$84,152,020	\$39,477,000	\$95,942,000	\$261,425,854	\$60.8	\$49.8

Does not include AC Payback Dollars | Source(s): MnDOT, St. Louis County, City of Duluth, City of Hermantown

Financial Plan: Transit Investments

Figure 7 represents the Duluth area's financial plan for funding the transit projects listed in the Duluth Area TIP. The table identifies specific sources of funding that the DTA has determined to be reasonably expected and available during the next four years.

Figure 7: Transit Funding Plan: Duluth Area TIP

Source	2027	2028	2029	2030	4 Yr Total
FTA	\$11,641,409	\$4,086,284	\$4,173,090	\$2,150,945	\$22,051,728
FHWA	\$ -	\$ -	\$ -	\$ -	\$ -
Fed Total	\$11,641,409	\$4,086,284	\$4,173,090	\$2,150,945	\$22,051,728
Other (state & local)	\$28,767,234	\$27,294,324	\$28,680,306	\$28,174,770	\$112,916,634
Total	\$40,408,643	\$31,380,608	\$32,853,396	\$30,325,715	\$134,968,362

Source(s): ARDC, DTA, UDAC

Assessment of Fiscal Constraint – Transit Investments

The MIC has assessed the ability of the DTA to meet their financial commitments with regards to the transit investments being programmed in the TIP while also continuing to fund their ongoing O&M. The costs of these investments have been adjusted to reflect an inflation rate of 5% per year.

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

Figure 8 shows the DTA's average annual funding levels based on historical expenditures. The DTA's programmed investments are expected to be higher than historic spending due to commitments from MnDOT. The increase is mainly in the operations and maintenance category.

Figure 8: Total Transit Costs by Project Type: Duluth Area TIP (millions of dollars)

Source	2027	2028	2029	2030	Expenses	Revenues
					4 Year Total	Avg. Expend. (4 years)
Operations & Maintenance	\$26.3	\$26.8	\$28.2	\$28.20	\$109.4	\$27.3
Capital Outlay	\$2.5	\$515,128	\$521,636	\$16,100	\$3.5	\$0.9
Bus Purchases	<\$0.1	\$ -	\$ -	\$ -	<\$0.1	<\$0.1
TOTAL	\$28.8	\$27.3	\$28.7	\$28.2	\$112.9	\$28.2

Source(s): ARDC, DTA, UDAC

Chapter 7: Public Involvement

The MIC is committed to being a responsive and participatory agency for regional decision-making. Local jurisdictions, project stakeholders and members of the public are given several opportunities to provide input at key phases of the TIP's development, in accordance with the MIC's Public Involvement Plan. The step-by-step process, including approvals by the MIC Policy Board and the Transportation Advisory Committee, is posted on the MIC website (www.dsmic.orgduluth2030).

The MIC evaluates its public involvement process as the first step in developing the new TIP for the upcoming four-year period. From year to year, some of the outreach activities may be more proactive or more targeted than in other years, based on the scope, location, and/or potential impact of projects. However, the core objectives remain the same: transparency, public awareness, and access to the planning process for all who are interested.

Duluth Area TIP Public Participation Summary

The MIC public engagement strategy included the actions that were taken, below:

Figure 9: Public Involvement Timeline & Milestones

TIP Public Engagement Strategy: Identified Strategy Actions and Dates	Implementation Status
1. Commencement of TIP cycle November 2025 a) Review and update STBG project application, review and update TIP engagement strategy, and hold joint pre-application meeting with eligible jurisdictions.	1. Completed Meeting held November 20 th with participants from City of Duluth, DTA, Hermantown, MnDOT, and St. Louis County
2. Project Solicitation and Selection December 2025 a) Distribute STBG applications to eligible jurisdictions. Announce start of project selection process at December TAC and MIC Board and DTA meetings; explain application materials/ process/timeline.	2. Completed Applications sent to jurisdictions via email December 1. Funding targets sent December 4. TAC and MIC Board (both including DTA representatives) informed December 9 th & 10 th , respectively.
January 2026 a) Publish project applications on the MIC website. b) MIC staff review of project applications and follow up with sponsoring jurisdiction as needed. c) Develop project descriptions (written and visual) for presentation to MIC Board.	The STBG and CRP application deadline was January 9. Following staff evaluation, the application & review packets were posted to the MIC website on January 26.
February 2026 a) Meet with jurisdictions to identify an eligible project for the remaining FY2028 CRP funds	Following application period, only FY2029-30 CRP funds had been applied for.
March 2026 a) MIC staff assessment of project applications (Goals, Objectives, and Performance Measures) for presentation to TAC and MIC. b) Present details of proposed FY2030 STBG-	Notice of presentation for project approval and selection to the MIC board and opportunity for public comment

TIP Public Engagement Strategy: Identified Strategy Actions and Dates	Implementation Status
funded projects to TAC and MIC for approval to include in Draft TIP. c) Present details of project proposed to receive FY2028-30 CRP funding to TAC and MIC for approval (and inclusion in Draft TIP). April 2026 a) Present an overview to the MIC Board of the 2027-2030 Duluth Area draft TIP project list, with focus on new projects added (for all funding sources including STBG, CRP, and TA), projects removed, and significant changes made to existing projects for each year of the TIP.	posted to MIC website March 16. Presentation for approval of STBG & CRP project selections to TAC & MIC Board on March 17 & 23. Presentation on 2027-2030 Duluth Area draft TIP project list for MIC Board on April 15.
3. Development of Jurisdictional Review Draft May 2026 a) Update all sections of Jurisdictional Review Draft TIP document. (Does not include updated maps of project locations and community impacts).	3. Completed
June 2026 a) Distribute Jurisdictional Review Draft TIP to MnDOT and MIC Technical Advisory Committee (TAC) for review and comment at the June TAC and MIC meetings. b) Present Jurisdictional Review Draft TIP summary at June TAC and MIC meetings for review and comment. Request release of (final) Draft TIP for 30-day public comment period (eff. July 13-Aug 12). c) Incorporate updated project lists and maps of project locations and community impacts, into the Draft TIP document for public release.	Jurisdictional Review Draft TIP sent on June 9. Jurisdictional Review Draft TIP summary was presented June 16 and 17 to TAC and MIC. The release of the Draft TIP for the 30-day public comment period from July 13-August 12 was approved.
4. Draft TIP / Public Comment Period July - August 2026 a) Post the Draft TIP on MIC website and publish	4. Completed Draft TIP was posted on MIC website and sent via email to

TIP Public Engagement Strategy: Identified Strategy Actions and Dates	Implementation Status
legal notice in Duluth News Tribune, including the web link to the draft document and information about the scheduled public meetings, immediately prior to 30-day public comment period. b) On the first day of the public comment period, send an email notification to TAC and MIC members about the start of the public comment period, including a link to the Draft document and information about the public meetings dates, times and locations (or Teams meeting links, if virtual) c) Post information on the MIC’s Facebook page about the public comment period, including a link to the Draft document and information about the public meetings dates, times and locations (or Teams meeting links, if virtual). c) Hold at least one public meeting during the public comment period to review the Draft TIP and take public comments. d) Hold formal consultation with state and federal oversight agencies during the public comment period to review the Draft TIP and take comments.	the Policy Board members and TAC on July 13. Duluth News Tribune legal notice was published as required. Three public input sessions were held, two virtual sessions on July 23rd (10-11am) and July 27th (5:30-6:30pm), and one in-person on August 4 (5:30-6:30pm). A Facebook post on the MIC’s page was made on July 15th including information about upcoming projects and a link to the MIC’s website. The formal agency consultation was held with federal, state, and transit authority staff on July 27th.
5. Final TIP September 2026 a) Incorporate all comments received during the public comment period into final TIP document as appropriate. In the public engagement chapter, document the comments received as well as MIC responses to them (i.e., if and where those changes were incorporated into the final document). In the Appendix, include a copy of the legal notice and date it was posted, as well as the text of the Board Resolution. b) Post final TIP on MIC website prior to distribution	5. Completed Comments incorporated into the final document. Public engagement chapter finished. Presented to MIC Policy Board and approved on September 16.

TIP Public Engagement Strategy: Identified Strategy Actions and Dates	Implementation Status
to TAC and MIC, and add a project update noting date of “Opportunity for Public Comment” b) Distribute final TIP to TAC and MIC members for their review at least one week prior to September meetings. c) Present final TIP for approval/adoption at September TAC and MIC meetings; highlight the projects that are new to this TIP (all funding sources), and report public comments received. d) Add signatures to the Board Resolution. Email a copy of the final TIP and the Board Resolution to MnDOT MPO liaison to distribute to FTA and FHWA for final approvals and inclusion in STIP. March 2027 a) Annual Listing of Obligated Projects is published by the MIC by March 31. These lists show all federally funded FHWA and FTA projects in the Duluth area in FY2025, as well as federal funding remaining and available for subsequent years:	6. Pending

Summary of Public Comment Period

The MIC conducted three 1-hour public input sessions on the TIP document. Two were virtual, held on July 23rd in the morning and on July 27th in the evening. One meeting was in person, held at the Ecolibrium3 Community HUB space on August 4 in the evening. Input sessions consisted of a presentation by MIC staff and a discussion/listening session to collect any feedback. These input sessions and the open 30-day public comment period were promoted through a variety of outreach methods including:

- Emails to Policy Board & TAC members
- A poster in the ARDC skywalk
- A large notice on the front page of the MIC’s Website and posts on the TIP page.
- Facebook posts
- A write-up in the ARDC Summer newsletter

Summary of Public Comments Received

The three TIP public input sessions had a total of two attendees.

One attendee from MnDOT District One at the first input session had no TIP document related comments. One attendee from the MIC Policy Board provided questions and comments, primarily related to specific projects, and other broader project development questions.

In total, 1 comment was received from the public via email. This email included several comments and questions. This email included project-specific comments and questions, questions about the TIP public involvement process, and comments on the project maps. Alterations to the TIP project map approach.

For jurisdictional input, the MIC reached out specifically to partner organizations to garner specific feedback on project maps and financial details. Based on this outreach, comments were received for corrections to the project map and one financial table cell. The feedback from these emails is now reflected in the document.

Project-specific comments and questions were sent to the staff of relevant jurisdictions for consideration. Jurisdiction staff had an opportunity to provide additional information and answers to the MIC's response. All comments and MIC responses are included in Appendix b. Comments are summarized below:

- How are the left turn lane projects selected? Could this add to crossing distances? This does make it more difficult for bicyclists. What are considerations for pedestrians at these locations? Does traffic volume warrant an added left turn lane at these three locations? How does the left turn lane project at Becks Rd tie into the City of Duluth's Becks Road Land use study?
- Will Tischer Rd be reopened by the time the bridge replacement occurs? This is an important alternate route for when Strand Rd is closed.
- Why was a continuous T selected for the intersection?
- How is landscaping and debris upkeep managed? Who does the clearing on Snively Rd & Woodland Ave?
 - Native plants are always preferred for landscaping when projects are completed
- It would be very helpful to have many more maps including:
 - One interactive map for each local government unit.

- A set of maps where projects are color-coded by the type of work, rather than year.
- How will FY2027 AC funds be used to make this prior TIP project safe?
- Changes flashing yellow left turn arrows at traffic signals be turned off when the pedestrian crossing light is on?
- How are projects ranked and how they are included in the TIP above others?
- How many public comments and how was attendance at public meetings during the 30-day public comment period?
- Thanks to you and all staff and tech teams for putting this together.

Summary of Formal Consultation

On July 27, 2026, the MIC held the annual Formal Consultation on the Draft TIP with representatives from the Federal Transit Authority, MnDOT District 1, MnDOT Central Office, and the Duluth Transit Authority. Representatives from the Federal Highways Administration were also invited to the consultation meeting; one comment from FHWA on the Community Impact Assessment chapter was received following the meeting, the feedback from this comment is now reflected in chapter 5. Comments received during the meeting were targeted to the MIC's TIP process overall, no comments were received specifically on the document. A summary of the comments is included below:

- The MIC's current TIP timeline works well, the adjustment to the public comment period to this timeframe in July and August has been beneficial.
- The MIC should continue to evaluate and improve the TIP change request tool. In a future version, it could include a section of frequently asked questions and request more information about fiscal constraints.
- The MIC's TIP process works well for MnDOT and other partners.

Chapter 8: Monitoring Progress

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

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

Specifically, the MIC notes changes in priorities from prior years, as well as listing the major projects from the previous TIP that have been either implemented or significantly delayed.

The status of the projects programmed in the previous year’s TIP has been updated with this TIP. Some projects programmed for FY2025 are presently being constructed or have finished construction and are dropping out of this updated TIP. The MIC sent jurisdictions* with TIP projects a status report request to confirm the completion or expected completion date of these projects. Additionally, jurisdictions were asked to explain why any FY2025 projects will not be completed in 2025. Jurisdictions were also asked to describe how their projects are helping to advance specific goals in the long-range plan. Table 8 on the following page provides the received status report on those projects and the additional details provided.

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

Table 8: FY2026 Project Status Report

State Project ID	Agency	Route System	Type of Work	Project Description	Status	Expected Completion	Details	MTP Goals & PMs
6925-145 6925-145CRP	MNDOT	MN-61	PAVEMENT RESURFACE AND REHABILITATION , TRAFFIC CONTROL DEVICES/SAFETY	**AC** : MN 61(LONDON RD), NB AND SB, IN DULUTH, FROM 26AVE E. TO 0.14 MI. N. 60TH AVENUE EAST, MEDIUM MILL/OVERLAY, TRAIL, CONST ROUNDABOUTS AT 26TH AVE E. , 40TH AVE . E. AND I-35 SB JCT 21AVE E & 26TH AVE E. INSTALL INTERSTATE CLOSURE GATES.	In progress, will be completed in 2027	Nov. 2027	Work is underway. North of 40th Ave E, London Road is only open to northbound traffic. Southbound traffic is detoured on to Superior St to 40th Ave E. The southbound truck detour has traffic continue on Superior St to 21st Ave E. Work for this season will end in Nov 2026 and will restart in the spring for the second year of construction.	This project is contributing towards meeting Goal 1 (Safety and Security), Goal 2 (Livable Communities and Equity), Goal 3 (Health of People and the Environment), Goal 4 (Moving People and Goods), and Goal 5 (Economic Vitality) with pedestrian, safety, and mobility improvements with this pavement preservation project along this key corridor. It will also contribute to meeting PM1: Safety, PM2: Infrastructure and PM3: System Reliability. This project is also identified on the MIC Area Priority Projects List in Sustainable Choices 2050 (Chapter 4) and in the MTP projects list as MN-01-06.
6981-26	MNDOT	HIGHWAY I 535	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	**AC**BLATNIK**INFRA** : I-535, BETWEEN DULUTH & SUPERIOR WISCONSIN OVER ST LOUIS RIVER, REPLACE BLATNIK BRIDGE #9030 WITH NEW BRIDGE 69913. MNDOT IS LEAD AGENCY.(INCLUDES CONSTRUCTION BID, FINAL DESIGN AND CHANGE ORDERS/RISK ESTIMATES, AC PAYBACK IS OUTSIDE THE STIP.(2030-2033).	In progress, but will not be completed in 2026	Oct. 2032	Phased construction, with complete bridge closure approximately 4-5 years beginning in early 2027	This project is contributing towards meeting Goal 1 (Safety and Security), Goal 2 (Livable Communities and Equity), Goal 3 (Health of People and the Environment), Goal 4 (Moving People and Goods), and Goal 5 (Economic Vitality) with safety improvements, ability to better handle oversize/overweight loads, and the addition of a path for people walking and biking. It will also contribute to meeting PM1: Safety, PM2: Infrastructure and PM3: System Reliability. This project is listed in the MTP project list as project MN-01-28.
6981-26CE1	MNDOT	HIGHWAY I 535	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	**BLATNIK** : FY2026 BLATNIK NEW BRIDGE#69913, CONSTRUCTION ADMINISTRATION AND INSPECTION. (MNDOT DOT IS LEAD AGENCY)	Not started or Other (explain)	n/a	Not a project. This is construction engineering for 2026.	See Blatnik project above
6908-68	MnDOT	US 2	PAVEMENT RESURFACE AND REHABILITATION	US2, FROM MN 194 TO MIDWAY RD (CSAH 13), RECLAIM	In progress, will be completed in 2026	Sep. 2026	Work begins June 1. Highway 2 will be detoured on Highway 194 to Midway Road. Local access will be maintained for businesses and residents via connecting side roads. Work is	This project is contributing towards meeting Goal 1 (Safety and Security), Goal 4 (Moving People and Goods), and Goal 5 (Economic Vitality) with pavement preservation, traffic signal work, and additional turn lanes. It will also contribute to meeting PM1: Safety, PM2: Infrastructure and PM3: System Reliability. This project is listed in the MTP project list as project MN-01-09 (other portion of work listed as MN-01-09 separated into another project in 2027).

State Project ID	Agency	Route System	Type of Work	Project Description	Status	Expected Completion	Details	MTP Goals & PMs
							expected to last through mid-September.	
6933-101	MnDOT	MN 194	BRRH - BRIDGE REHABILITATION	IN DULUTH, MN 194 NB, OVER SUPERIOR ST, MILL AND OVERLAY BR# 69840, REPAIR BR#69840 AND BR# 69839 MICHIGAN ST OVER MN 194 SB. REPLACE WATERMAIN ON SUPERIOR ST IN VICINITY OF BR#69840 & CONCRETE PAVEMENT REPLACEMENT.	In progress, will be completed in 2026	Oct. 2026	Work is progressing for an expected finish October/November 2026	This project is contributing towards meeting Goal 4 (Moving People and Goods), and Goal 5 (Economic Vitality) with the bridge preservation work on and over MN 194, a National Highway System route. It will also contribute to meeting PM2: Infrastructure. This project is listed in the MTP project list as project MN-01-13
8821-358	MnDOT	I-35	TRAFFIC CONTROL DEVICES/SAFETY	**ELLE** : I-35 NB&SB VARIOUS LOCATIONS FROM CHISAGO/PINE CO LINE TO 1 MI. S. MN 48 IN HINCKLEY & 2.19 MI. N HINCKLEY TO 4.5MI. N. PINE CO.CSAH33 (SWANSON RD) & 1.7 MI. N STURGEON LAKE TO 2.6 MI. S. PINE CO.CSAH 4 & 0.3MI. N MN 45 TO 0.5M. S CSAH14 (BOUNDARY AVE) IN PROCTOR. 6"" GROUND IN WET REFLECTIVE PAVEMENT MARKINGS.	Work is completed	May 2026	work is completed	This project is contributing towards meeting Goal 1 (Safety and Security), Goal 4 (Moving People and Goods), and Goal 5 (Economic Vitality) with safety improvements of updating portions of the I-35 striping to the new standard (6-inch edgeline wet reflective striping). It will also contribute to meeting PM1: Safety. This project is also identified on the MTP project list as project MN-01-15.
8801-BLATNIK CA	MnDOT	I-535	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	**BLATNIK** : BRIDGE PRELIMINARY ENGINEERING/EXTERNAL CONSULTANTS.	Not started or Other (explain)	n/a	not a project. this is preliminary engineering for early 2026	See Blatnik project above
6910-114	MnDOT	MN 23	APPURTENANCE	MN 23 IN DULUTH AT JCT MN 210, CONSTRUCT CEREMONIAL STRUCTURE AND GATHERING SPACE FOR HISTORIC FOND DU LAC CEMETERY.	In progress, will be completed in 2026	Nov. 2026	Work is progressing for an expected finish November 2026	This project is contributing towards meeting Goal 2 (Livable Communities and Equity) and Goal 3 (Health of People and the Environment), with the construction of a ceremonial structure and gatherings pace for the historic Fond du Lac cemetery. It does not directly contribute to any PMs. This project is listed in the MTP project list as project MN-01-22.
6926-58 6926-58N	MnDOT	MN 61	TRAFFIC CONTROL DEVICES/SAFETY	**SEC 164** : MN 61 ATJCT CSAH33/MCQUADE RD. CONSTRUCT REDUCED	In progress, will be	Nov. 2026	This project involves constructing a reduced conflict intersection at the Hwy 61 and	This project is contributing towards meeting Goal 1 (Safety and Security), Goal 2 (Livable Communities and Equity), Goal 3 (Health of People and the Environment), Goal 4 (Moving People and Goods), and Goal 5

State Project ID	Agency	Route System	Type of Work	Project Description	Status	Expected Completion	Details	MTP Goals & PMs
				CONFLICT INTERSECTION, TALMADGE RIVER BOX CULVERT REPAIR AND INSTALL RWIS.	completed in 2026		McQuade Road intersection, repair of the Talmadge River culvert wall and the installation of a Roadway Weather I+J11nformation System.	(Economic Vitality) with the addition of a J-turn intersection, Roadway Weather Information System (RWIS), and repair of the Talmadge River culvert. It will also contribute to meeting PM1: Safety. This project is listed in the MTP project list as project MN-01-14.
69-00220	MnDOT	CSAH 98	RR X-ING IMPROVEMENTS	WCL CSAH 98, CANOSIA RD, HERMANTOWN, ST LOUIS COUNTY. REPLACE EXISTING SIGNAL SYSTEM	Not started or Other (explain)	2027	Project is to replace the signals and gates. Funds provided by the Federal Railroad Crossing Safety Program (Section 130 Funds) and CN Railroad funds. The agreement has been executed for the work. Work will be completed in 2027 by CN Railroad.	This project is contributing towards meeting Goal 1 (Safety and Security) with the improvement of the rail crossing. It will also contribute to meeting PM1: Safety. This project is listed in the MTP project list as project MN-01-16.
69-00221	MnDOT	CSAH 91	RR X-ING IMPROVEMENTS	WCL CSAH 91, N 40TH AVE W, DULUTH, ST LOUIS COUNTY. REPLACE EXISTING SIGNAL SYSTEM	Not started or Other (explain)	2027 or 2028	Project is to replace the signals and gates, replace and extend the crossing surface and reconstruct the roadway surface of 40th Ave W and include pedestrian improvements. Funds provided by the Federal Railroad Crossing Safety Program (Section 130 Funds) and CN Railroad funds. The agreement should be in progress for this crossing. Planning for 2027 or 2028 for construction by CN Railroad.	This project is contributing towards meeting Goal 1 (Safety and Security), Goal 2 (Livable Communities and Equity), and Goal 3 (Health of People and the Environment), with the improvement of the rail crossing including pedestrian improvements. It will also contribute to meeting PM1: Safety. This project is also identified on the MIC Area Priority Projects List in Sustainable Choices 2050 (Chapter 4).
6916-119	MnDOT	US 53	PAVEMENT RESURFACE AND REHABILITATION	US 53 NB & SB IN DULUTH, FROM 0.21 MI SE JCT HAINES RD(CSAH91) TO 0.13 MI SE JCT MIDWAY RD.(CASH 13) IN HERMANTOWN. PAVEMENT REHAB, TURN LANE UPDATES. (ASSOC.6915-140)	In progress, will be completed in 2026	Sep. 2026	Project work has started. Motorists can expect lane and shoulder closures. Turn lane resurfacing will occur during weekday daytime hours and require lane and shoulder closures. Night work on mainline will be in August.	This project is contributing towards meeting Goal 1 (Safety and Security), Goal 4 (Moving People and Goods), and Goal 5 (Economic Vitality) with pavement preventive maintenance and resurfacing of turn lanes. It will also contribute to meeting PM1: Safety and PM2: Infrastructure. This project is listed in the MTP project list as project MN-01-23.

State Project ID	Agency	Route System	Type of Work	Project Description	Status	Expected Completion	Details	MTP Goals & PMs
118-156-012CRP 118-155-009 118-155-009CRP	Duluth	Campus Connector Trail	BIKE/PED	**CRP** : IN DULUTH RECONSTRUCT MSAS 155 (COLLEGE ST) AND FROM MSAS 154 (19TH AVE. E) TO MSAS 157 (WOODLAND AVE). CONSTRUCT CAMPUS CONNECTOR SEGMENT 4 FROM MSAS154 (19th AVE E) TO 500 FEET WESTERLY OF MSAS 157 (WOODLAND AVE). RECONSTRUCT MSAS 156 (ST MARIE ST) AND CAMPUS CONNECTOR SEGMENT 5 FROM MSAS 159 (CARVER AVE) TO MSAS 156 (VERMILLION RD).	Not started or Other (explain)	2027	Work will begin in Fall 2026, with major project work taking place in 2027.	Goal 1 - 2, 3, 4, 5 Goal 2 - 1, 3, 5 Goal 3 - 1, 2, 3 Goal 4 - 2, 3, 4 Goal 5 - 1, 4 PM 1 - Safety
118-166-004	Duluth	MSAS 166	PAVEMENT RESURFACE AND REHABILITATION , TRAFFIC CONTROL DEVICES/SAFETY	IN DULUTH MSAS166(40TH AVE E.)CONST ROUNDABOUT	In progress, but will not be completed in 2026	2027	Construction began 2026, 2 year project with work completed in 2027.	Goal 1 -2, 4, 5 Goal 2 - 1, 3 Goal 3 - 1 Goal 4 - 1, 2 Goal 5 - 1, 2, 5 PM 1 - Safety PM 2 - Non-Interstate NHS Pavement in good repair. PM 3 - System reliability
118-191-003	Duluth	MSAS 191	PAVEMENT RESURFACE AND REHABILITATION , TRAFFIC CONTROL DEVICES/SAFETY	IN DULUTH MSAS191(26TH AVE E.)CONST ROUNDABOUT	In progress, but will not be completed in 2026	2027	Construction began 2026, 2 year project, with work completed in 2027.	Goal 1 -2, 4, 5 Goal 2 - 1, 3 Goal 3 - 1 Goal 4 - 1, 2 Goal 5 - 1, 2, 5 PM 1 - Safety PM 2 - Non-Interstate NHS Pavement in good repair. PM 3 - System reliability
118-193-003	Duluth	MSAS 193	PAVEMENT RESURFACE AND REHABILITATION , TRAFFIC CONTROL DEVICES/SAFETY	IN DULUTH MSAS193(LONDON RD.) INTERSECTION IMPROVEMENTS	In progress, but will not be completed in 2026	2027	Construction began 2026, 2 year project, with work completed in 2027.	Goal 1 -2, 4, 5 Goal 2 - 1, 3 Goal 3 - 1 Goal 4 - 1, 2 Goal 5 - 1, 2, 5 PM 1 - Safety

State Project ID	Agency	Route System	Type of Work	Project Description	Status	Expected Completion	Details	MTP Goals & PMs
								PM 2 - Non-Interstate NHS Pavement in good repair. PM 3 - System reliability
118-109-021RA	Duluth	W Superior St	GRSU - GRADE AND SURFACE	**RAISE** : IN DULUTH, MSAS 109 (W SUPERIOR ST) FROM MSAS 194 (CARLTON ST) TO MSAS 194 (W MICHIGAN ST) RECONSTRUCTION, STREETSCAPE	In progress, but will not be completed in 2026	2030	Construction began 2026, 4 year project with work from 2026-2030	Goal 1 - 3, 5 Goal 2 - 1, 3 Goal 3 - 1 Goal 4 - 1, 2, 4, 5 Goal 5 - 2, 3, 4, 5 PM 1 - Safety
118-140-036	Duluth	Lake Ave S (MSAS 140)	BRIDGE REHABILITATION	**RAISE** : IN DULUTH, LAKE AVE S(MSAS 140). DULUTH AERIAL LIFT BRIDGE REHABILITATION, DECK AND SIDEWALK REPLACEMENT, BR#L6116.	Not started or Other (explain)	2030	BID Summer 2026, work begin in 2026-2028 winter and will take place over 3 Winter seasons, when the shipping season layup occurs.	Goal 1 - 1, 5 Goal 4 - 1, 4, 5 PM 1 - Safety
069-070-051AC	St. Louis County	Local Streets	TRAFFIC CONTROL DEVICES/SAFETY	**AC** :ST LOUIS COUNTY WIDE 6-INCH EDGELINES VARIOUS COUNTY AND CITY ROADS (SLC IS LEAD) (ASSOC.118-070-004) (AC PROJECT PAYBACK 1 OF 1)	Work is completed	July 2023	This project applied 6-inch wide edgeline on various county roads. Wide edgelines are a proven safety countermeasure to reduce the risk of vehicles running off the road. Roads were selected that were prioritized by the County Road Safety Plan. This project was completed in 2023, but the AC payback was made in 2026.	The related MIC Goal is to ensure the safety and security of the Duluth-Superior area transportation system for all users and modes. The related objectives of this project are to utilize data-driven prioritization and evidence-based safety strategies to improve traffic safety, improve safety of vulnerable users (keeping vehicles in their lane) and meeting federal and state safety performance targets.
069-070-068	St. Louis County	COUNTYWIDE	TRAFFIC CONTROL DEVICES/SAFETY	COUNTY WIDE. 6-INCH EDGELINES ON VARIOUS COUNTY ROADS	Work is completed	June 2026	This project applied 6-inch wide edgeline on various county roads. Wide edgelines are a proven safety countermeasure to reduce the risk of vehicles running off the road. Roads were selected that were prioritized by the County Road Safety Plan. This project was completed in 2023, but the AC payback was made in 2026.	The related MIC Goal is to ensure the safety and security of the Duluth-Superior area transportation system for all users and modes. The related objectives of this project are to utilize data-driven prioritization and evidence-based safety strategies to improve traffic safety, improve safety of vulnerable users (keeping vehicles in their lane) and meeting federal and state safety performance targets.

Chapter 8

Monitoring Progress

State Project ID	Agency	Route System	Type of Work	Project Description	Status	Expected Completion	Details	MTP Goals & PMs
069-070-069	St. Louis County	COUNTYWIDE	TRAFFIC CONTROL DEVICES/SAFETY	COUNTY WIDE. 6-INCH EDGELINES ON VARIOUS COUNTY ROADS	Work is completed	June 2026	This project applied 6-inch wide edgeline on various county roads. Wide edgelines are a proven safety countermeasure to reduce the risk of vehicles running off the road. Roads were selected that were prioritized by the County Road Safety Plan. This project was completed in 2023, but the AC payback was made in 2026.	The related MIC Goal is to ensure the safety and security of the Duluth-Superior area transportation system for all users and modes. The related objectives of this project are to utilize data-driven prioritization and evidence-based safety strategies to improve traffic safety, improve safety of vulnerable users (keeping vehicles in their lane) and meeting federal and state safety performance targets.
069-070-074	St. Louis County	MN 61	TRAFFIC CONTROL DEVICES/SAFETY	**SEC 164** : MN 61 ATJCT CSAH33/MCQUADE RD. CONSTRUCT REDUCED CONFLICT INTERSECTION. (ASSOC 6926-58) MNDOT LEAD	In progress, will be completed in 2026	Oct. 2026	This project will construct a J-Turn on MNTH 61 at CSAH 33. J-Turns are a proven safety countermeasure to reduce the risk of serious crashes at 4-lane divided highway intersections. The J-Turn will include a concrete walk through the median to ensure access for pedestrians and bicyclists.	The related MIC Goal is to ensure the safety and security of the Duluth-Superior area transportation system for all users and modes. The related objectives of this project are to utilize data-driven prioritization and evidence-based safety strategies to improve traffic safety, improve safety of vulnerable users (reducing conflicts for pedestrians at the intersection) and meeting federal and state safety performance targets.
069-691-034 069-691-034T	St. Louis County	CSAH 91	GRSU - GRADE AND SURFACE	RECONSTRUCT OF 40TH AVENUE WEST (CSAH 91), FROM GRAND AVE (MSAS 126) TO 0.1 MILES NORTH OF 8TH ST(MSAS 105) INCLUDING SIDEWALK, CURB & GUTTER, AND STORM SEWER, WATERMAIN, LIGHTING, AND A MINI ROUNDABOUT	In progress, but will not be completed in 2026	Oct. 2027	Project will begin in 2026. Most of the project will constructed in 2027. This project will construct a mini roundabout, raised medians, a 10 ft shared-use path, a 6 ft sidewalk and enhanced pedestrian crossings. The shared-use path is planned to eventually connect to the Cross City Trail on the south side of I-35.	This project meets all five MIC Goals of safety and security, developing livable communities, health of people and environment, moving people and goods, and economic vitality. The related objectives of this project are to utilize evidence-based safety strategies to improve traffic safety, improve safety of all users, especially vulnerable users, using technology to improve safety, ensure early and ongoing opportunities to engage about planned transportation improvements, making information about the project more accessible and available, infrastructure that encourages an active lifestyle, minimizing negative environmental impacts, address inefficiencies in the transportation system, improve travel time and promote transportation system decisions that stimulate neighborhood economic activity.
069-698-017	St. Louis County	CSAH 98	PAVEMENT RESURFACE AND REHABILITATION	**AC** : CANOSIA RD(CSAH 98) FROM ST LOUIS RIVER RD (CR 696) TO INDUSTRIAL RD (CSAH 7). BIT RECLAIM AND PAVING, TURN LANE	Not started or Other (explain)	Aug. 2027	Unknown when this project will begin. It is planned to begin either in August 2026 or May 2027. This project will complete a reclaim and overlay (replace	This project meets the MIC Goals of safety and security, health of people and environment, moving people and goods and economic vitality. The related objectives of this project are to utilize evidenced-based safety strategies to improve traffic safety, improve safety for all users, especially vulnerable road users (construction of a paved

State Project ID	Agency	Route System	Type of Work	Project Description	Status	Expected Completion	Details	MTP Goals & PMs
				CONSTRUCTION. (AC PROJECT PAYBACK 2027)			the pavement) and construct right-turn lanes at select intersections.	walkable/bikeable shoulder), infrastructure that encourages an active lifestyle (paved shoulder), provide reliable movement of people and goods, and support the movement of freight in the region (new 10-ton pavement design).

Table 9: FY2026 Duluth Transit Authority Projects Status Report

State Project ID	Agency	Type of Work	Project Description	Completed OR Expected Completion (month & year)
TRF-9069-26	ARDC	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECTION 5310:ARROWHEAD REGIONAL DEVELOPMENT COMMISSION MOBILITY MANAGEMENT 7/1/27 - 6/30/2029	7/1/2027-6/30/2029
TRF-0016-26A	DTA	TRANSIT OPERATIONS	SECT 5307: DULUTH OPERATING ASSISTANCE REGULAR ROUTE	1/1/2026-12/31/2026
TRF-0016-26B	DTA	TRANSIT OPERATIONS	DULUTH DIAL-A-RIDE TRANSIT OPERATING ASSISTANCE	1/1/2026-12/31/2026
TRF-0016-26D	DTA	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5339: TCE ROOF REPLACEMENT	
TRF-0016-26G	DTA	TRANSIT VEHICLE PURCHASE	SECT 5339: DULUTH TRANSIT AUTHORITY; FIVE (5) CLASS 300 REPLACEMENT BUSES	
TRF-0016-26H	DTA	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5339: DULUTH TRANSIT AUTHORITY; PURCHASE SNOW CHUTE	
TRF-0016-26I	DTA	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	SECT 5307: DULUTH TRANSIT AUTHORITY; ITS SOFTWARE AND EQUIPMENT	
TRS-0016-26B	DTA	TRANSIT VEHICLE PURCHASE	DULUTH TRANSIT AUTHORITY; PURCHASE SEVEN (7) CLASS 700 DIESEL BUSES	
TRF-0016-25F	DTA	TRANSIT GRANT CAPITAL IMPROVEMENT (NONVEHICLE)	SECTION 5339: TIRE STORAGE SOLUTION	
TRF-0016-25H	DTA	TRANSIT GRANT CAPITAL IMPROVEMENT (NONVEHICLE)	SECTION 5339: HEAVY DUTY BUS HOIST REPLACEMENTS	
TRF-0016-25J	DTA	TRANSIT GRANT CAPITAL IMPROVEMENT (NONVEHICLE)	SECTION 5339: PURCHASE BUS TUG	
TRF-0016-25K	DTA	TRANSIT GRANT CAPITAL IMPROVEMENT (NONVEHICLE)	SECTION 5339: PURCHASE REPLACEMENT BUS VACUUM	
TRF-0016-25L	DTA	TRANSIT GRANT CAPITAL IMPROVEMENT (NONVEHICLE)	SECTION 5339: PURCHASE REPLACEMENT BUS WASH	
TRF-0016-25A	DTA	TRANSIT GRANT CAPITAL IMPROVEMENT (NONVEHICLE)	SECT 5339: DULUTH TRANSIT AUTHORITY; BUS STOP IMPROVEMENTS	
TRS-0016-24B	DTA	TRANSIT VEHICLE PURCHASE	DULUTH TRANSIT AUTHORITY; PURCHASE FIVE (5) CLASS 300 GAS BUSES	
TRF-0016-24F	DTA	TRANSIT GRANT CAPITAL IMPROVEMENT (NONVEHICLE)	SECT 5339: DULUTH TRANSIT AUTHORITY; ADMINISTRATIVE TECHNOLOGY UPDATES	

Appendices

Appendix A: Common Acronyms

- AC** – Advance Construction
- ADA** – Americans with Disabilities Act
- ADT** – Average Daily Traffic
- ARDC** - Arrowhead Regional Development Commission
- ATIP** - Area Transportation Improvement Program
- BF** – Bond Funds
- BIL** – Bipartisan Infrastructure Law
- BR** – Bridge Replacement
- BROS** - Bridge Replacement Off-system
- CBD** - Central Business District
- CMAQ** - Congestion Mitigation/Air Quality
- CSAH** - County State Aid Highway
- DTA** - Duluth Transit Authority
- ELLE** - Early Let Late Encumbrance
- EPA** - Environmental Protection Agency
- FAST Act** – Fixing America’s Surface Transportation Act (2015)
- FHWA** - Federal Highway Administration
- FTA** - Federal Transit Administration
- FY** - Fiscal Year
- HPP** - High Priority Projects
- HSIP** - Highway Safety Improvement Program
- IIJA** – Infrastructure Investment and Jobs Act
- LF** – Local Funds
- MTP** – Long-range Metropolitan Transportation Plan
- MIC** –Metropolitan Interstate Council
- MnDOT** - Minnesota Department of Transportation
- MPO** - Metropolitan Planning Organization
- NEMNATP** - Northeast Minnesota Area Transportation Partnership
- NEPA** - National Environmental Policy Act
- NHFP** - National Highway Freight Program
- NHPP** - National Highway Preservation Program (formerly the NHS program)
- NHS** - National Highway System program

NWRPC - Northwest Regional Planning Commission

O&M - Operations and Maintenance

SAFETEA-LU - Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (2005)

SF – State Funds

STBG - Surface Transportation Block Grant Program

STIP - State Transportation Improvement Program

STP - Surface Transportation Program

STRIDE - Specialized Transportation RIDE

TA - Transportation Alternatives (formerly Transportation Alternatives Program)

TAC - Transportation Advisory Committee to the MIC

TAP - Transportation Alternatives Program (formerly Transportation Enhancements program)

TCM - Transportation Control Measures

TCP - Transportation Control Plan

TDP - Transportation Development Program

TH - Trunk Highway

TIP - Transportation Improvement Program

TSM - Transportation System Management

VMT – Vehicle Miles Traveled

WisDOT - Wisconsin Department of Transportation

Appendix B: Public and Agency Comments Received

In the table below, comments submitted via email or received during the virtual and in-person TIP input sessions. Those that pertain to a specific TIP project are noted in the second column and some comments are separated into pieces mentioning specific projects.

Commenter	Projects mentioned	Comment	MIC Response
1 (input session)	069-070-080, 069-070-085, 069-070-084	How are the left turn lane projects selected? Does that add crossing distances, what are considerations for pedestrians at these locations? Does traffic volume warrant an added left turn lane at these three locations?	Left-turn lane projects are prioritized by the County Road Safety Plan and Safe Streets and Roads for All (SS4A) Safety Action Plan. Priority is given to those intersections that have numerous risk factors present such as ratio of major road to minor road traffic volume, or if the intersection is skewed or located in/near a curve. Most of the left-turn lane projects are located at state/county intersections. Traffic volume is not necessarily a warrant but can be a risk factor especially for those intersections with higher percentages of left-turning vehicles from the major road to the minor road. Recent left-turn lane projects implemented by St. Louis County include a 3 ft wide pavement extension outside of the right-turn lanes so pedestrians and bicyclists are not “pinched out” onto the aggregate shoulder.

Appendices

1 (input session)	069-610-013	Will Tischer Rd be reopened by the time the bridge replacement occurs? This is an important alternate route for when Strand Rd is closed.	According to St. Louis County's Public Works projects website , the Tischer Rd project is anticipated for completion in August 2026. The Strand Rd bridge project is not programmed for construction until 2028
1 (input session)	6925-147, 6925-147S, 6925-147CRP	Why was a continuous T selected for the intersection?	According to MnDOT's project website , planning work for this project included a community survey, a public meeting, and studies of the Superior Street and Congdon Boulevard/Scenic 61 intersections. Based on these findings, several design options were evaluated through to reduce traffic speed and improve safety. This proposed work enhances safety for all users, reduces traffic speed, and upgrades biking and pedestrian infrastructure. The alternatives evaluation matrix for the project revealed that the Continuous T met more of the plan goals than other design options.
1 (input session)	None	How is landscaping and debris upkeep managed? Who does the clearing on Snively Rd & Woodland Ave?	These roads have split ownership between the City of Duluth and St. Louis County. Through maintenance agreements, the City of Duluth is responsible for landscaping and upkeep for both the County's portions and City's portions of these roads.

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1 (input session)	None	Native plants are always preferred for landscaping when projects are completed	MnDOT works to use native seedlings when completing construction projects. There is a performance measure dashboard showing MnDOT's target of 75% of acres to be planted with native seeds.
2 (email)	069-070-080	Project #8 will another lane for turning. This is more difficult for bikers and walkers to cross. Why is it needed? Does the road meet a certain cars per hour count that will make this safer for all uses?	Left-turn lane projects are prioritized by the County Road Safety Plan and Safe Streets and Roads for All (SS4A) Safety Action Plan. Priority is given to those intersections that have numerous risk factors present such as ratio of major road to minor road traffic volume, or if the intersection is skewed or located in/near a curve. Most of the left-turn lane projects are located at state/county intersections. Traffic volume is not necessarily a warrant but can be a risk factor especially for those intersections with higher percentages of left-turning vehicles from the major road to the minor road. Recent left-turn lane projects implemented by St. Louis County include a 3 ft wide pavement extension outside of the right-turn lanes so pedestrians and bicyclists are not "pinched out" onto the aggregate shoulder.

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2 (email)	069-070-084	Project #10 - how do the left turn lanes for Becks Rd tie into the plan that the city is bringing to planning commission this week. City of Duluth - File #: PLCPA-2607-0002	Per St. Louis County staff, the left-turn lanes project on Becks Rd (CSAH 3)/Midway Rd (CSAH 13) is <u>not</u> related to the land use study being conducted by Duluth.
2 (email)	None	• If the MIC truly wants a public process that is meaningful, I would hope that in the future we could prepare a more informative and visual process for the general citizenry to comment on. It would be very helpful to have many more maps including the following: ○ For each local government unit provide one or two maps (depending on size of LGU) showing what roads the MIC is seeking funding for and why. Allow the citizen to zoom in with and aerial background so they can find landmarks. ○ Show a second set up maps with the maps in with color coded roads identifying the projects selected (road, bike, sidewalk, etc) and include the year and why (aging, safety, etc) the work needs to be done. • Separate out the elements of the project enough to know if parts can be commented on and if not why not. For example, the roundabout at 26th with a freeway coming into it is not safe as designed in many people's opinion. How will we use the funds for this piece of the larger project to make it safe?	The MIC will continue to consider and evaluate changes to project maps and the Public Involvement Plan is coming up for update soon, so the public process will be evaluated again soon. Past usage of interactive TIP maps was very low. The MIC also tries to drive TIP users to jurisdiction's websites for the latest information and most updated project maps. This comment will be used to guide conversations for future TIP development about map needs. Inferring that the 26th roundabout mentioned is pertaining to the London Rd project, the only mention of London Rd in this TIP is 6925-145AC. This is an AC Payback project, which has no construction work associated with it. All construction work on this portion of London Rd is programmed for 2026,

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		- Can the left turn lights in the city be turned off when a pedestrian is crossing while their light is on? It doesn't turn off at 21st and I assume it might not turn off at other locations? Can this be a simple safe fix? - I would like to know more about how projects are ranked and how these made it to the top.	and has dropped out of this TIP. All the federal funding has been authorized, MnDOT is marking the FY2027 payment that they are making toward the project with this AC Payback line. New descriptions have been added to this document to help describe this better. Flashing yellow arrows (FYAs) are activated based on the timing plan for a given traffic demand. Technically a FYA could be omitted when a pedestrian push button call is placed. However, this needs to be balanced with driver expectations. Drivers may violate red arrows if they perceive it is unnecessarily displayed when there are generous gaps in conflicting vehicles. This is not a normal practice by transportation agencies unless there are specific site conditions that may support this type of operation. Research has shown the FYAs are a safer form of control for left-turning vehicles. There are two pieces to this answer. The first is how the MIC evaluates projects when jurisdictions apply for
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			the MIC's set-aside funds. This process is developed in corporation with the MIC Policy Board and TAC. An example of the MIC evaluating a project application received is found in the March 2026 meeting materials for these groups. These projects are evaluated based on how they help meet the goals and objectives in the Long-range plan and make progress toward performance measure targets. The second piece is how jurisdictions determine which of their roads, intersections, trails, and other infrastructure assets are the highest priority for new construction and maintenance projects and which to submit for funding. Roadway projects are prioritized by a variety of factors including when the service life has been consumed (the road or bridge needs reconstruction or rehabilitation), a traffic safety or operations deficiency (high crash/high risk location or capacity constraints), if a roadway or bridge project is identified/prioritized in a planning document, need for utility replacements and response to development and traffic demand changes.
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		- How many public comments were received and what was the attendance to the meetings? This should help us answer if the info was conveyed in a way that would engage the average citizen. I think there is much work to do here. - Thanks to you and all staff and tech teams for putting this together. It is a lot of information and on top of it you are asked to get feedback on very difficult and nuanced transportation work.	There were two participants at the public meetings, one of which provided comments and there was one commenter via email. This is roughly the typical attendance total for TIP input sessions.
City of Duluth	Figure 5	The West Superior St project looks like it is double counted, showing in both 2025 & 2026 capital outlay.	Correction has been made to reduce 2025 capital outlay to \$3.19.
MnDOT	TIP Maps	- Typos: - Project 11: it says Ace instead of Ave. - Project 12: it says Leaf instead of Leif - Project 13 is missing reference to I-35 and the fix/type of work - Project 19 description limits don't make sense; primary work is the bridge replacement, so probably best to just reference Mission Creek for location? Like: "MN 23 – Mission Creek Bridge Replacement and Reconstruction." Note: for at least part of it, they are doing more than resurfacing (whenever you see grading listed, that's an indication that it's likely more than a mill and overlay; also reflected in the type of work section).	- Corrected typos - For project 13 - changed work description to "surface treatment" - For project 19 - Maintained the line symbol to provide reference to entire project limits, updated project description. - For project 20 - Description corrected - For project 30 – More general language about intersection improvements included. - Added consistency with prefixes and dashes. Used full project

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		- Project 20 description is wrong; limits are different for NB and SB directions; also, missing J-turns (you reference the intersection changes with project 30, so assuming you'd want to be consistent?) - Project 30 description is wrong; resurfacing limits are wrong and need to say "Continuous T" or just say intersection improvement for the MN 61 and Congdon Blvd intersection. - For the MnDOT projects, please be consistent with using MN/US, TH, or Hwy for the non-interstate ones. Same thing with formatting, some projects you are putting a – in between (like MN-61, I-35) and some you aren't. Our plain language guidance is to use Hwy except when it's interstate, then we write as "I-35" or "I-535". Up to you, though, if you prefer to use MN/US for those. I do not recommend using "TH" (currently in project 11). Some changes applied. Dashes consistency, MN/US/TH/HWY prefix is set to match project description in project list.	descriptions in TIP project list to determine prefixes in the map.
FHWA	Chapter 5	Community Impact Assessments must consider all population cohorts per Executive Order 14148, Executive Order 14173 and June 11, 2026 updates to 49 CFR Part 21, which implement Title VI of the Civil Rights Act of 1964. https://www.ecfr.gov/on/2026-06-11/title-49/subtitle-A/part-21	Chapter 5 has been updated to remove mention of the previously listed population cohorts.

Appendix C: Duluth News Tribune Notice of Public Comment Period

NOTICE OF 30-DAY PUBLIC COMMENT PERIOD

Draft 2027-2030 Transportation Improvement Program for the Duluth Metropolitan Planning Area

The Duluth-Superior Metropolitan Interstate Council (MIC), a division of the Arrowhead Regional Development Commission, located at 221 West First Street in Duluth, MN, has prepared a draft 2027–2030 Transportation Improvement Program (TIP) for the Duluth Metropolitan Area. This document lists all transportation projects in the greater Duluth area that are proposed to receive federal transportation funding over the next four years.

You can view the draft TIP online at www.dsmic.org/duluth2030.

Public comments on the draft TIP and its proposed projects will be accepted from July 13 through August 12, 2026. To share comments, ask questions, or request a printed copy of the document, contact Eli Norlander at enorlander@ardc.org or (218) 529-7556. Free TTY services are available through Minnesota Relay at 711.

Two virtual public input sessions will be held on Thurs, 7/23/26, 10:00–11:00 a.m. and Mon, 7/27/26, 5:30–6:30 p.m. Meetings will be held via Microsoft Teams and can also be accessed by phone. Visit the Public Involvement tab on the TIP webpage at www.dsmic.org/duluth2030 for meeting links and phone-in information.

The draft TIP and all comments received will be presented for final approval at the MIC Board meeting on Wed, 9/16/26. Once approved the 2027–2030 TIP will authorize the use of federal funds for regionally significant transportation projects in the greater Duluth area during those four years.

This 30-day comment period is provided in accordance with the MIC's Public Involvement Plan. The MIC's public participation process also meets the Duluth Transit Authority's requirements for its program of federally-funded projects. Public access and comment opportunities are provided as allowed under Minn. Stat. § 13D.021, which permits the use of phone and video technology for local government meetings.

(Jul. 11, 2026)

Appendix D: Minnesota MPO TIP Checklist

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.316(a)	Public involvement	MPO followed its public participation plan for the TIP process which includes, but is not limited to: adequate public notice, reasonable opportunity for public comment, use of visualization, available online, and explicit consideration and response to public input.	Yes	Chapter 7 Pages 54-60
450.316(b)	Consultation	TIP process includes consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.	Yes	Chapter 7 Pages 54-60
450.322(b)	Congestion management	TMA's TIP reflects multimodal measures / strategies from congestion management process	N/A	N/A
450.326(a)	Cooperation with State and public transit operators	TIP developed in cooperation with the State (DOT) and (any) public transit operators.	Yes	Chapter 1 Pages 2-11
450.326 (a)	TIP time period	TIP covers at least 4 years.	Yes	Chapter 3 Pages 14-32
450.326(a)	MPO approval of TIP	Signed copy of the resolution is included.	Yes	iv
450.326(a)	MPO conformity determination	If a nonattainment/maintenance area, a conformity determination was made and included in the TIP.	N/A	N/A
450.326(b)	Reasonable opportunity for public comment	TIP identifies options provided for public review / comment, documentation of meetings, notices, TIP published on-line, other document availability, accommodations, etc.	Yes	Chapter 7 Pages 54-60

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Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(b)	TIP public meeting	TMA's process provided at least one formal public meeting.	N/A	
450.326(c)	Performance targets	TIP designed to make progress toward achieving established performance targets.	Yes	Chapter 4 Pages 35-43
450.326(d)	Performance targets	TIP describes anticipated effect of the TIP toward achieving performance targets identified in the MTP, linking investment priorities to those performance targets	Yes	Chapter 4 Pages 35-43
450.326(e)	Types of projects included in TIP	TIP includes capital and non-capital surface transportation projects within the metropolitan planning area proposed for funding under 23 USC or 49 USC chapter 53.	Yes	Chapter 3 Pages 14-32
450.326(f)	Regionally significant projects	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	Yes	Chapter 3 Pages 14-32
450.326(g)(1)	Individual project information	TIP includes sufficient scope description (type, termini, length, etc.).	Yes	Chapter 3 Pages 14-32
450.326(g)(2)	Individual project information	TIP includes estimated total cost (including costs that extend beyond the 4 years of the TIP).	Yes	Chapter 3 Pages 14-32
450.326(g)(4)	Individual project information	TIP identifies recipient / responsible agency(s).	Yes	Chapter 3 Pages 14-32
450.326(g)(5)	Individual project information	If a nonattainment / maintenance area, TIP identifies projects identifies as TCMs from SIP.	N/A	
450.326(g)(6)	Individual project information	If a nonattainment / maintenance area, project information provides sufficient detail for air quality analysis.	N/A	

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Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(g)(7)	Individual project information	TIP identifies projects that will implement ADA paratransit or key station plans.	Yes	Chapter 3 Pages 14-32
450.326(h)	Small projects	TIP identifies small projects by function or geographic area or work type	Yes	Chapter 3 Pages 14-32
450.326(h)	Small projects	If a nonattainment / maintenance area, small project classification is consistent with exempt category for EPA conformity requirements.	N/A	
450.326(i)	Consistency with approved plans	Each project is consistent with the MPO's approved transportation plan.	Yes	Chapter 3 Pages 14-32
450.326(j)	Financial plan	TIP demonstrates it can be implemented, indicates reasonably expected public and private resources, and recommends financing strategies for needed projects and programs.	Yes	Chapter 6 Pages 47-53
450.326(j)	Financial plan	Total costs are consistent with DOT estimate of available federal and state funds.	Yes	Chapter 6 Pages 47-53
450.326(j)	Financial plan	Construction or operating funds are reasonably expected to be available for all listed projects.	Yes	Chapter 6 Pages 47-53
450.326(j)	Financial plan	For new funding sources, strategies are identified to ensure fund availability.	Yes	Chapter 6 Pages 47-53
450.326(j)	Financial plan	TIP includes all projects and strategies funded under 23 USC and Federal Transit Act and regionally significant projects.	Yes	Chapter 3 Pages 14-32 Chapter 6 Pages 47-53
450.326(j)	Financial plan	TIP contains system-level estimates of costs and revenues expected to be	Yes	Chapter 6

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Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
		available to operate and maintain Federal-aid highways and transit.		Pages 47-53
450.326(j)	Financial plan	Revenue and cost estimates are inflated to reflect year of expenditure.	Yes	Chapter 6 Pages 47-53
450.326(k)	Financial constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	Yes	Chapter 6 Pages 47-53
450.326(k)	Financial constraint	If a nonattainment / maintenance area, the first two years' projects are only those for which funds are available or committed.	N/A	N/A
450.326(k)	Financial constraint	TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.	Yes	Chapter 6 Pages 47-53
450.326(k)	Financial constraint	If a nonattainment / maintenance area, priority was given to TCMs identified in the SIP.	N/A	N/A
450.326(m)	Sub-allocated funds	Sub-allocation of STP or 49 USC 5307 funds is not allowed unless TIP demonstrates how transportation plan objectives are fully met.	N/A	N/A
450.326(n)(1)	Monitoring progress	TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.	Yes	Chapter 2 Pages 12-13
450.326(n)(2)	Monitoring progress	TIP lists major projects (from previous TIP) that have been implemented or significantly delayed.	Yes	Chapter 8 Page 61-69
450.326(n)(3)	Monitoring progress	If a nonattainment / maintenance area, progress implementing TCS is described.	N/A	N/A

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Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.328	TIP / STIP relationship	Approved TIP included in STIP without change.		
450.334	Annual Listing of Obligated Projects	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	Yes	Chapter 8 Page 61-69
450.336	Certification	TIP includes or is accompanied by resolution whereby MPO self-certifies compliance with all applicable requirements including: 1) 23 USC 134, 49 USC 5303 and 23 CFR 450 Subpart C; 2) for attainment and maintenance areas, sections 174 and 196 (c) and (d) of the Clean Air Act, as amended, and 40 CFR 93; 3) Title VI of the Civil Rights Act as amended and 49 CFR 21; 4) 49 USC 5332 regarding discrimination; 5) section 1101(b) of the FAST Act and 49 CFR 26 regarding disadvantaged business enterprises; 6) 23 CFR 230 regarding equal employment opportunity program; 7) Americans with Disabilities Act of 1990 and 49 CFR 27, 37 and 38; 8) Older Americans Act, as amended regarding age discrimination; 9) 23 USC 324 regarding gender discrimination; and 10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR 27 regarding discrimination against individuals with disabilities.	Yes	Cover pages