



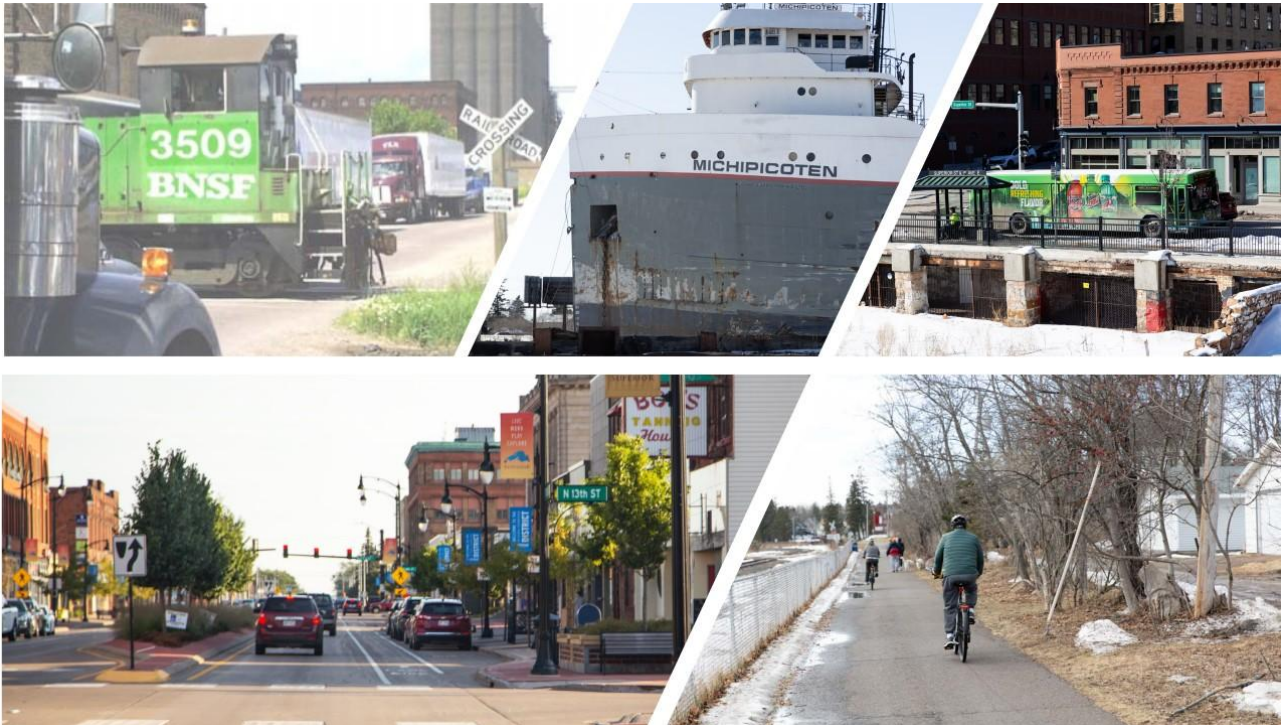
DULUTH-SUPERIOR
**Metropolitan
Interstate Council**

DRAFT

2027-2028

Unified Transportation Planning Work Program and Budget

A program of work activities scheduled for January 31, 2027-December 31, 2027.
Multi-year consultant contracts may extend beyond this timeframe.



Adopted:	
MIC Policy Board:	
Approvals:	
MnDOT:	
WisDOT:	
FTA/FHWA - MN	
FTA/FHWA - WI	

Note: The yellow highlights indicate areas where edits are still anticipated.

Duluth-Superior Metropolitan Interstate Council FY 2027 - 2028 Unified Transportation Planning Work Program and Budget (UPWP)

For adoption on October 21, 2026

*This document is available online at dsmic.org/upwp
Printed copies are available by contacting the MIC by email or by phone:*

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Prepared by
Duluth-Superior Metropolitan Interstate Council



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



[Arrowhead Regional Development Commission](#)

and

[Northwest Regional Planning Commission](#)



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

Duluth-Superior Metropolitan Interstate Council 2027-2028 Unified Transportation Planning Work Program

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DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

Policy Board, Advisory Committees, and Staff Members

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
Libby Bent – City of Duluth Citizen Rep	Chris Carlson – City of Superior
Wayne Boucher – City of Hermantown (MN Co-	Kate Ferguson – Duluth Seaway Port Authority
Diane Desotelle – Duluth City Council	Jim Foldesi – St. Louis County
Tylor Elm – Superior City Council	Derek Fredrickson – MnDOT District 1
Janet Kennedy – Duluth City Council	James Gittemeier – City of Duluth Planning
Rosemary Lear – Douglas County Board	Jason Jackman – Douglas County Engineering
Nick Ledin – Superior City Council	Chris Lee – City of Duluth
John Lohse – Douglas County Board	Jess Rich – City of Proctor
Adam McGill – Duluth Transit Authority Board	Mae Sommerfeld – WisDOT NW Region
Garner Moffat – Superior City Council	Duncan Schwensohn – City of Duluth
Keith Musolf – St. Louis County Board	Cindy Voigt – City of Duluth
Bob Quade – Rice Lake City Council	Maren Webb – MnDOT District 1 Planning
Randy Skowlund – Douglas County Board	Tom Werner – Duluth Airport Authority
Jenny Van Sickle – Superior Citizen Representative	Skip Williams – Active Transportation
Chad Ward – City of Proctor Mayor	Vacant – City of Superior
Scott Welsh – St. Louis County Suburban Townships	Vacant – Economic Development
	Vacant – All Abilities

Harbor Technical Advisory Committee

Dan Belden - WLSSD	Jason Laumann – NWRPC
CMDR John Botti – USCG/MSU Duluth	John Lindgren – Izaak Walton League
Dan Breneman – MN Pollution Control Agency	Robb McGhie - Perkins Specialized Transp
Dan Carlson – US Army Corps of Engineers	Nick Patterson – JF Brennan Company Inc.
Natalie Chin, Ph. d – WI Sea Grant	Mike Peterson – Great Lakes Fleet/Key Lakes
John Downing – MN Sea Grant/UMD	Patrick Phenow – MnDOT
Matti Erpestad – Recreation – Non-Motorized	Amanda Rosebrock - FDL Band of LS Chippewa
Jim Foldesi – St Louis County Public Works	Jason Serck – City of Superior
James Gittemeier City of Duluth	Mae Sommerfeld - WisDOT
Capt. Tim Haak – Western Great Lakes Pilot Assoc	Bri Speldrich – Mn DNR
Cherie Hagen – WI Dept of Natural Resources	Jeff Udd – Duluth Seaway Port Authority
Dan Hartman - DECC	Chad Ward – MIC Policy Board
Jamie Harvi – St. Louis River Alliance	Lou Weichseldorfer – CN
Joe Havasi - Compass Minerals	Vacant – Harbor Industry
Joel Johnson – Lakehead Boat Basin, Inc.	Vacant – Harbor Industry
Cole Koffron – Douglas County LWCD	Vacant – Harbor Related Business
Shawn Krizaj – City of Duluth Fire Dept	Vacant – Harbor Related Business

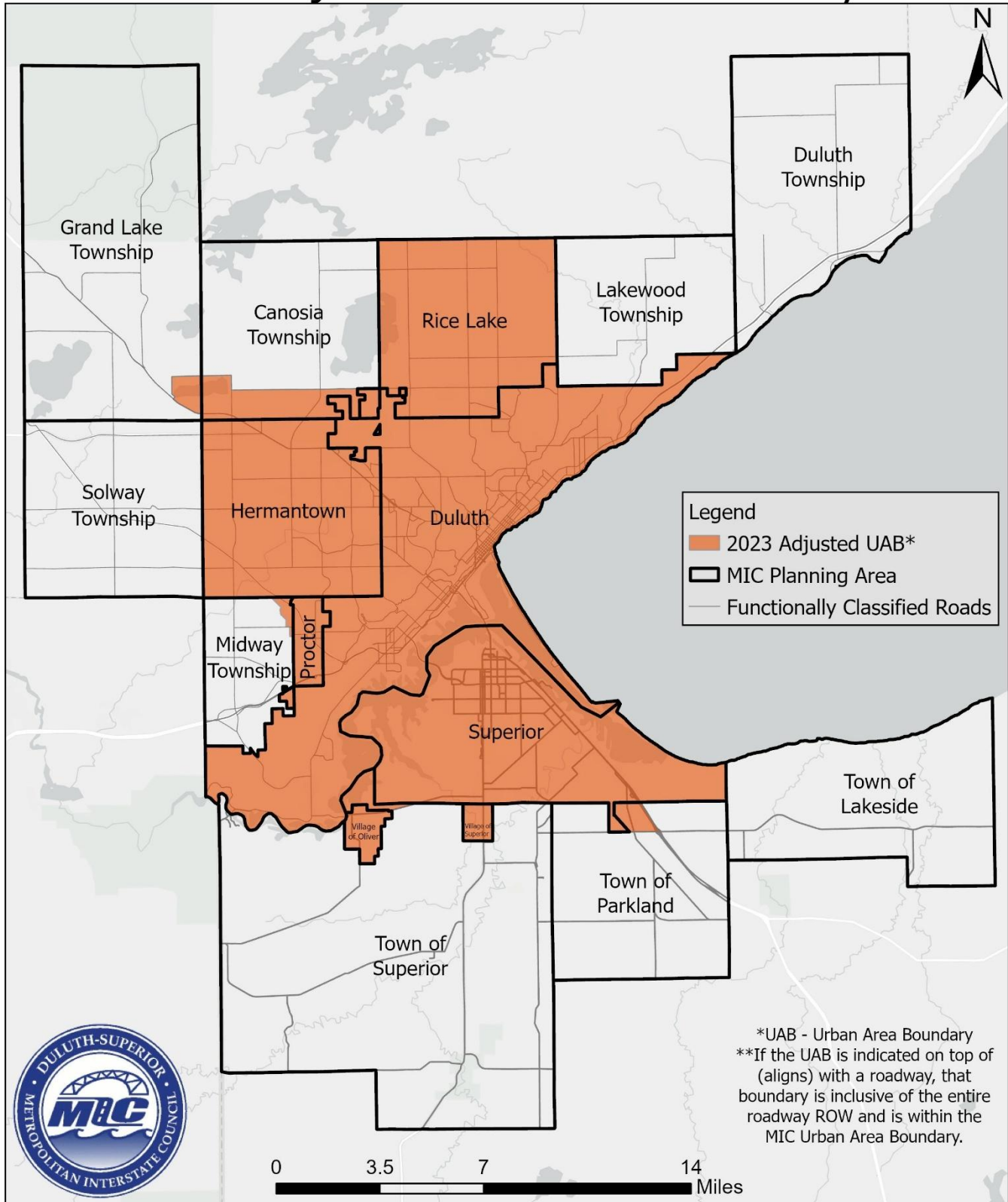
Bicycle and Pedestrian Advisory Committee (BPAC)

Chris Carlson – City of Superior Public Works	Jeremy Kroke – Duluth Transit Authority
Andrea Crouse –Zeitgeist Arts/SHIP/Active Transportation	Tanya Mattonen – St Louis County Public Works
Judy Gibbs – Citizen Representative	Denis Sauve – Bike & Ped Industry Representative
James Gittemeier – City of Duluth	Mae Sommerfeld – WisDOT
Dick Haney – Friends of Western Duluth Parks & Trails	Mimi Stender – Duluth Age Friendly
George Harnish – Citizen Representative	Maren Webb – MnDOT District 1
Andrea Heil – ISD 709 Safe Routes to School	Skip Williams – Vibrant Streets Duluth

MIC Staff

Tari Aanonsen – Administrative Assistant	Ricky Sarran – Senior GIS Specialist
Ron Chicka – Director	Rondi Watson – Senior Planner, Communications Specialist
Sheldon Johnson – Deputy Director	Mike Wenholz – Principal Planner
Eli Norlander – Transportation Planner	

Duluth-Superior Metropolitan Interstate Council 2023 Adjusted Urban Area Boundary



MIC Planning Area Population History

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

Duluth-Superior Metropolitan Interstate Council

MIC Mission, Purpose and Objectives

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

PURPOSE & OBJECTIVES:

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

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

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

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

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

Summary of 2026 Key Accomplishments

2050 Metropolitan Transportation Plan (MTP)

In 2026, we continued implementing *Sustainable Choices 2050* by promoting its goals, objectives, and overall vision; improving the project selection process for the Duluth TIP; engaging key partners and stakeholders; and beginning to develop a methodology to track and report our progress.

Specific key accomplishments to note:

- The MIC's State Transportation Block Grant Program (STBGP) project application was further updated to include more information and to better align with the performance-based planning approach adopted in *Sustainable Choices 2050*;
- Initial steps were taken to establish annual consultations with key stakeholders and develop consistent questions for long-term data collection;
- The MTP's goals, objectives, and overall vision were regularly emphasized in presentations to the Transportation Advisory Committee and MIC Policy Board.

MIC Area Comprehensive Safety Action Plan

The MIC received \$312,500 in federal and state grants (\$250,000 SS4A and \$62,500 MnDOT IJJA Discretionary Match) to develop a comprehensive Safety Action Plan (SAP). The final Plan was completed and adopted by the MIC Policy Board in September 2026 and implementation work is scheduled to occur in 2027, as described in the Short Range Planning section of this UPWP. Key accomplishments in 2026 included:

- Conducting comprehensive stakeholder identification processes
- Developing a Plan-specific Public Engagement Plan
- Forming a project advisory committee and convening three meetings
- Gathering public input to determine community-identified safety issues and hot spot locations, by:
 - Conducting four focus group discussions with key stakeholder groups representing vulnerable users
 - Hosting an online mapping site and gathering over 600 comments
- Delivering Policy and Process recommendations to MIC staff in April and presenting them to the TAC in June for jurisdictional review and input
- Analyzing and quantifying input from engagement activities for inclusion in the Safety Analysis and Project Selection section of the draft SAP
- Updating the project lists to elevate urgency for high-priority locations by integrating community-identified safety issues and findings from the demographic analysis
- Releasing the draft SAP for a 30-day comment period during the month of June and gathering comments by:
 - Updating the project webpage and online comment site
 - Hosting two open house public meetings and four pop-up displays at public events
 - Sending targeted emails to key stakeholders, initiating a paid media campaign and placing sidewalk decals in Duluth and Superior to draw attention to the draft SAP and public comment opportunities
 - Reviewing the draft SAP with the project Advisory Committee and the Transportation Advisory Committee (TAC)
- Finalizing and delivering the SAP for online posting and distribution to key stakeholders by the September 1 milestone date
- Presenting the final Safety Action Plan for adoption at the September TAC and MIC meetings;
- Drafting the final SS4A report to close out the project by the October 30 milestone.

Harbor Planning and Coordination

The MIC continued to provide planning assistance and maintained coordination across federal, state, and local jurisdictions to address intermodal transportation issues and to promote the economic and environmental importance of the Duluth-Superior harbor and St. Louis River estuary.

Key accomplishments included:

- Organizing and co-facilitating quarterly meetings of the 34-member Harbor Technical Advisory Committee (HTAC) through four quarterly meetings, representing diverse stakeholders including federal agencies, environmental regulators, port authorities, and private industry.
- Updating membership and organizing and co-facilitating four meetings of the Dredging Subcommittee focused on advancing projects to ensure continued federal shipping channel dredging and beneficial use of dredged materials, and on identifying improvements to Erie Pier operations.
- Organizing and co-facilitating two meetings of the Navigation and Safety Subcommittee to address a variety of issues, including sharing the recommendations of the Duluth Ship Canal Concerns Work Group to address several long-standing safety concerns under the lift bridge as well as continued support for the Paddle Safe Twin Ports initiative.

Transportation Improvement Programs (TIPs) for Duluth and Superior

MIC staff maintained the current TIPs by processing nine amendments and six administrative modifications to the 2026-2029 Duluth TIP and nine amendments to the 2025-2028 Superior TIP in accordance with the MIC's Public Engagement Plan.

For the new 2027-2030 Duluth and Superior Area TIPs, staff completed the full development processes in accordance with each state's timeline and guidance. This included soliciting and selecting projects for inclusion in the draft TIPs, releasing the draft documents for the required 30-day public comment periods, conducting formal consultations with state and federal agencies, collecting and addressing comments received, presenting the draft and final versions to the TAC and MIC, and securing MIC Policy Board adoption as well as state and federal approvals before the 2027 project year.

For the Duluth TIP, other key accomplishments included:

- Developing a TIP change request tool for jurisdictions to use when submitting requests for administrative modifications and amendments.
- Implementation of 2026 TIP Projects by the lead jurisdictions, including:
 - MnDOT - MN 61 (London Rd):
 - Mill/overlay project including construction of 2 new roundabouts
 - Over \$20 million in total project costs programmed for FY2026 being supported by NHPP and CRP funds.
 - City of Duluth – W Superior St (MSAS 109):
 - Reconstruction and streetscaping
 - \$40 million in total project costs programmed for FY2026 being supported by RAISE/BUILD funds
 - St. Louis County – CSAH 91 (40th Ave W)
 - Reconstruction including sidewalk, curb & gutter, storm sewer, watermain, lighting, and adding a mini roundabout.
 - \$7.1 million in total project costs programmed for FY2026 being supported by STBGP and TA funds.

Bicycle and Pedestrian Planning

MIC staff coordinated the Bicycle and Pedestrian Advisory Committee (BPAC) by working with committee leaders to develop agendas and facilitate quarterly meetings. Key accomplishments also included:

- Completing the update of ISD709 Duluth Public Schools Safe Routes to School Plan in coordination with the district's Safe Routes to School coordinator and the ARDC planning division.

Administration/Program Coordination

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

- Participated in numerous statewide planning efforts in both Minnesota and Wisconsin.
- UPWP – budget development and approval.
- Made small administrative changes to the newly redesigned MIC website.
- Worked with ARDC, NWRPC, and legal counsel to update the Joint Powers Agreement between the two entities.
- Attended (virtual) statewide MPO Directors meetings in Madison with the Wisconsin contingent and in St. Paul with the MnDOT and FHWA/FTA contingent.
- Worked with WisDOT, MnDOT, and FHWA to update the Functional Classification for the MIC Planning Area.
- Planned and conducted monthly Policy Board and TAC meetings.
- Participated in meetings as a member of the AMPOs Technical Committee and Washington DC fly-ins with Congressional members.
- Analyzed state and federal issues and reported to the MIC Policy Board concerning the impacts of the federal transportation reauthorization bill and approvals of continuing resolutions.

Short Range Planning

MIC Area Safety Action Plan Implementation

(402701)

Objective: *Implement the Safety Action Plan adopted by the MIC Policy Board in September 2026 and establish it as the region's primary resource for safety data within the Duluth–Superior planning area.*

Background

The goal of MIC's Safety Action Plan is to reduce—and ultimately eliminate—traffic-related deaths and serious injuries in the Duluth-Superior planning area. The MIC Policy has committed to reducing fatalities and serious injuries by 50% by 2035 and achieving zero deaths and serious injuries by 2050.

The plan identifies a focused set of priority roadway segments and intersections where safety improvements will have the greatest impact, based on detailed crash analysis and input gathered through public engagement.

Under the federal Safe Streets and Roads for All (SS4A) program, ongoing monitoring and reporting are required. The MIC will develop a structured framework for data collection, oversight, and public reporting to ensure a transparent, data-driven approach to tracking safety outcomes and achieving the long-term goals laid out in the Duluth Superior Safety Action Plan.

Major Work Activities

MIC staff will implement the Safety Action Plan through the following work activities:

- 1. Annual Measurement and Reporting:** In accordance with the Board Resolution adopting the Safety Action Plan, the MIC will:
 - a. **Annual Report:** MIC planning staff will collect, analyze, and publish data for each performance metric annually. Reports will document short-term safety outcomes and progress toward 2035 and 2050 targets, highlight persistent or emerging safety issues, identify the projects and/or policies recommended by the SAP that have been implemented by MIC area jurisdictions, and recommend adjustments to strategies or priorities. The annual report will be presented in an accessible and understandable format.
 - b. **Working Group:** The MIC will convene a working group to support the technical elements of this process—to support data collection, analysis, and development of the annual report. The group will include selected members of the Safety Action Plan Advisory Committee and members the MIC's Transportation Advisory Committee (TAC) to support the technical elements of this process—to support data collection, analysis, and development of the annual report.
 - c. **Transparency and Public Access:** Annual reports, performance dashboards, and related materials will be publicly available on the MIC website to ensure easy access for local jurisdictions, partner agencies, and community members.
- 2. Mapping:** MIC GIS staff will develop maps showing the locations and details of high-priority projects for each Safety Emphasis Area for inclusion on the Safety Action Plan webpage.
- 3. TIP Project Selection:** The MIC will incorporate the Plan's analysis and priority projects into the annual Transportation Improvement Program STBG project selection process.

4. **MTP Implementation:** Findings from the annual Safety Action Plan report will be integrated into the Metropolitan Transportation Plan’s implementation assessment, specifically regarding progress in reducing roadway fatalities and injuries.
5. **Ongoing Leadership Commitment:** The MIC will work with leaders in local jurisdictions to build sustained support for the MIC’s safety goals: a 50% reduction in fatalities and serious injuries by 2035 and full elimination by 2050.
6. **Policy and Process Changes:** The MIC will recommend projects and policies for implementation by local jurisdictions and support alignment of existing policies and decision-making processes with the Safe System approach to improve traffic safety.
7. **Implementation Grant Support:** The MIC will assist area jurisdictions in applying for SS4A implementation grants and other federal, state, or regional safety grants for priority projects identified in the Safety Action Plan.

Final Product

Annual SS4A-required progress reports, an updated Safety Action Plan project webpage with maps and GIS content, and ongoing support for implementing plan recommendations. The annual reporting cycle will begin with the first progress report completed on or before December 31, 2027.

Budget

\$ 35,790	CY 2027 (MIC Budget includes an estimated 500 staff hours)
\$ 14,853	CY 2028 (MIC Budget includes an estimated 200 staff hours)

Safe Routes to School – Superior Area Schools

(402702)

Objective: *To evaluate the Safe Routes to School plans across the Superior Area School District to ensure each site adequately provides for safe passage to school for students, teachers, parents, staff, visitors and the surrounding community.*

Background

Beginning in 2004, the MIC collaborated with a diverse group of stakeholders to identify obstacles along primary routes to school and to propose recommendations to improve safety for the walkable elementary schools in Duluth and Superior. Since the time of that study, the MIC has continued to bring together stakeholders to implement the recommendations in the plans, evaluate results, update the plans for each school site, and create new plans for schools that were not included in the original plan. The MIC will continue working with schools and communities across the Twin Ports to provide opportunities for students to safely walk and bicycle to school.

Major Work Activities

- Evaluate schools with existing plans to measure progress and make recommendations.
- Collect pertinent background information including sidewalks (condition, continuity and obstacles), bicycle routes, and street network conditions surrounding schools.
- Identify safety issues during arrival and dismissal at schools through field observations.
- Create recommendations and strategies which will improve pedestrian and bicycle safety access to local elementary, middle and high schools.
- Identify costs and potential funding sources.
- Collaborate with community Safe Routes to School stakeholders, including City of Superior Public Works, Superior School District, Superior Police Department for the development of the plan, review of collected data, draft recommendations, and generate community buy-in
- Assist local jurisdictions with implementation of plan recommendations as roadway projects are planned and programmed.

Final Product

Final product will establish non-infrastructure strategies as well as a series of school site assessment reports that will describe the existing and potential issues as well as a prioritized list of recommended improvements for the surrounding built environment.

For 2027, this element includes \$1,410.63 of Wisconsin FHWA funds, and \$16,824.32 of Wisconsin FTA funds, set-aside for Safe & Accessible Transportation Options (SATO) activities. These funds will be used to help produce the Safe Routes to School Plan for Superior area schools; planning work which is SATO eligible. Additionally, SATO funds, if available, may be utilized in work activities associated with this element in 2028.

Budget

\$ 24,114	CY 2027 (MIC Budget includes an estimated 285 staff hours)
\$ 18,684	CY 2028 (MIC Budget includes an estimated 300 staff hours)

SATO Activities

SATO Activities

(402720)

Objective: *To increase safe and accessible options for multiple travel modes for people of all ages and abilities in the Duluth-Superior Metropolitan Area.*

Background:

This element accounts for the set-aside of Safe & Accessible Transportation Options (SATO) – also known as Complete Streets – established under the Public Law 117-58. The Act requires MPOs to allocate at least 2.5% of FHWA federal planning (PL) funds to Complete Streets activities that “increase safe and accessible options for multiple travel modes for people of all ages and abilities” [§ 11206(b)].

Eligible MIC activities are identified in this section of the MIC Unified Planning Work Program (UPWP). As a bi-state MPO, the MIC must dedicate a minimum of \$11,589 (2.5% of MN FHWA funds) in Complete Streets activities for Minnesota and \$1,411 (2.5% of WI FHWA funds) for Wisconsin. In addition, the total FTA SATO set-aside available to the MIC requiring no local match is \$217,070 (Minnesota) and \$16,824 (Wisconsin). In total, a minimum of \$246,894 is available in SATO funding for 2026. The MIC has elected the waiver for the Wisconsin FTA funds, along with the required 2.5% for both states, for a combined total of \$29,824.00 in SATO funding between Minnesota and Wisconsin.

The MIC will apply the elected/required SATO funds to work activities pulled from other eligible work elements (Safe Routes to School – Superior School District, and Bicycle/Pedestrian Planning) which satisfy the requirements of SATO. Once all SATO funds have been expended, staff time will be charged to the other applicable work elements.

Major Work Activities

- Evaluate Superior schools with existing plans to measure progress and make recommendations.
- Collect pertinent background information including sidewalks (condition, continuity and obstacles), bicycle routes, and street network conditions surrounding schools.
- Identify safety issues during arrival and dismissal at schools through field observations.
- Create recommendations and strategies which will improve pedestrian and bicycle safety access to local elementary, middle and high schools.
- Identify costs and potential funding sources.
- Collaborate with community Safe Routes to School stakeholders, including City of Superior Public Works, Superior School District, Superior Police Department for the development of the plan, review of collected data, draft recommendations, and generate community buy-in
- Assist local jurisdictions with implementation of plan recommendations as roadway projects are planned and programmed.

Special Projects – Short Range

Duluth-Superior Metropolitan Active Transportation Plan: Merge the Duluth-Superior Bicycle Transportation Plan with the Metropolitan Pedestrian plan to create a single Active Transportation Plan. Work with the BPAC and its subcommittees to develop a plan that completes the merge of the two existing plans, and updates pedestrian-related content from the 2021 Duluth-Superior Metropolitan Pedestrian Plan.

Duluth Public Schools Safe Routes to School: Provide monitoring and implementation support for the Duluth Public Schools Safe Routes to School Plan completed in 2026. Continuing ongoing support for supporting safe routes for biking and walking to school by collecting data through bicycle and pedestrian counts around schools.

Pedestrian Level of Traffic Stress (PLTS) and Bicycle Level of Traffic Stress (BLTS): Update existing Level of Traffic Stress (LTS) GIS layers from the City of Superior and the University of Minnesota to produce PLTS and/or BLTS maps for the region. LTS is a metric that helps with understanding the general travel conditions on and along roadways; roads are scored from 1-4 (least stressful to most). The end product can be a public-facing GIS web map and can allow jurisdictions to internally assess the impact of transportation projects on bicycle or pedestrian comfort.

Final Product

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

Budget

\$ 29,824	CY 2027 (MIC Budget includes an estimated 678 staff hours)
\$ XX,XXX	CY 2028 (MIC Budget includes an estimated XXX staff hours)

Ongoing Initiatives

Bicycle / Pedestrian Planning, Coordination & Implementation**(402780)**

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

Background:

The ISTEA federal legislation passed in 1991 called for metropolitan planning organizations (MPOs) to include bicyclists and pedestrians within the transportation planning process. This prompted the MIC to adopt and regularly update the Bicycle Transportation Plan (previously Metropolitan Bikeways Plan) originally written in 1994 and updated in 2019 and 2025. Additionally, the MIC adopted and updated the Metropolitan Pedestrian Plan (1999, 2021). Developing these plans advances the MIC's goals to improve the bicycle and pedestrian environment in the region. In 2010, the MIC instituted the Bicycle and Pedestrian Advisory Committee (BPAC) in response to SAFETEA-LU (2005) legislation, prompting more MPO input in bike and pedestrian infrastructure issues. With the passage of the IIJA in 2021, funding was increased across a variety of bike/ped programs, and additional language stressing the importance of bike and pedestrian planning going forward.

Major Work Activities

- Facilitate the Bicycle and Pedestrian Advisory Committee (BPAC) consisting of representatives from local and state jurisdictions, organizations and agencies.
- Facilitate the subcommittees that provide recommendations to the BPAC, including the Bike Subcommittee, and Pedestrian Subcommittee.
- Provide project assistance by working in coordination with local jurisdictions to inform the bicycle- and pedestrian-related design elements of major transportation projects and to bring forward relevant recommendations from the MIC's Bicycle Transportation and Pedestrian Plans for implementation.
- Assist local jurisdictions in coalition building and public engagement to implement and acquire funding for bicycle and pedestrian projects.
- Participate in ad-hoc bicycle and pedestrian-related events and other initiatives conducted by local municipalities, agencies and organizations. This includes but is not limited to: bike and walk audits, consultation at the project development stage for the MIC's constituent jurisdictions, ongoing support for the jurisdiction's pursuit of funding as it pertains to the MIC, the MIC's Long-Range Plan, and inclusion in the current Transportation Improvement Program.
- Continue to develop the Twin Ports bicycle and pedestrian count program. Evaluate the program and ensure long term sustainability. Continue to work with ARDC Planning and MIC-area jurisdictions to assist in various bike and pedestrian count initiatives, including but not limited to the use of the MIC's automated counters. Continue to build relationships with jurisdictions agencies and organizations, especially public works departments.

- Maintain and update the online, interactive Duluth-Superior Metropolitan Bikeways Map including updating routing and adding in new facilities as they are constructed.

Special Projects – Short Range

Duluth-Superior Metropolitan Active Transportation Plan: Merge the Duluth-Superior Bicycle Transportation Plan with the Metropolitan Pedestrian plan to create a single Active Transportation Plan. Work with the BPAC and its subcommittees to develop a plan that completes the merge of the two existing plans, and updates pedestrian-related content from the 2021 Duluth-Superior Metropolitan Pedestrian Plan.

Duluth Public Schools Safe Routes to School: Provide monitoring and implementation support for the Duluth Public Schools Safe Routes to School Plan completed in 2026. Continuing ongoing support for supporting safe routes for biking and walking to school by collecting data through bicycle and pedestrian counts around schools.

Pedestrian Level of Traffic Stress (PLTS) and Bicycle Level of Traffic Stress (BLTS): Update existing Level of Traffic Stress (LTS) GIS layers from the City of Superior and the University of Minnesota to produce PLTS and/or BLTS maps for the region. LTS is a metric that helps with understanding the general travel conditions on and along roadways; roads are scored from 1-4 (least stressful to most). The end product can be a public-facing GIS web map and can allow jurisdictions to internally assess the impact of transportation projects on bicycle or pedestrian comfort.

Final Product

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

Budget

\$ 32,977	CY 2027 (MIC Budget includes an estimated 512 staff hours)
\$ 51,278	CY 2028 (MIC Budget includes an estimated 875 staff hours)

Roadway Planning, Coordination & Implementation**(402781)**

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

Special Projects – Short Range

MIC Area Traffic Signal Assessment – Still relevant for the UPWP, the current effort is exploratory with partner road jurisdictions with the objective of developing one system compatible with all road owners. Assess the technology, operation, management and inter-jurisdictional coordination of signal systems with the intent of providing a safe and efficient movement of all vehicular and non-vehicular traffic.

East 2nd St (USH 2/53) at 50th Ave East – If viable via the DOT, further explore traffic control measures along this corridor entering/exiting the City of Superior at southeast corner of town. Will work with DOT and City staff to analyze speed control options and attempt to improve the amenities for the non-motorized public in crossing this roadway.

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

MIC Area Roadway Capacity Study: In accordance with a recommendation from the MIC's 2050 long-range Metropolitan Transportation Plan, continue to research and compile a database of area roadway facilities that might be candidates for a 4- to 3-lane reduction.

Central Entrance: Coordinate with MnDOT and their consultant by participating in the project steering committee and by promoting their public and stakeholder engagement activities for this major project over the next four to five years.

St Louis County: Steering committee attendance/input regarding ongoing studies along Midway Road corridor (Pike Lake area) and the entrance to the Duluth airport (Haines Rd and Airport Rd).

I-35 Community Access Revitalization Study: MIC staff will assist the City of Duluth, via RFP review and subsequent committee work, in the City's task of gaining a consultant to undertake the further study of the I-35 corridor in the downtown and West Duluth segments of the freeway. The objective, following the MICs own I-35 Plan of 2023, is to determine the options in these two locations for improved multimodal connectivity: improving neighborhood connections in West Duluth and connecting the business community of the Duluth downtown with Canal Park. The timeline for this project is from 2026-2028.

Budget

\$ 42,055	CY 2027 (MIC Budget includes an estimated 450 staff hours)
\$ 51,006	CY 2028 (MIC Budget includes an estimated 550 staff hours)

Harbor Planning, Coordination & Implementation**(402782)**

Objective: *MIC staff continue to 1) provide transportation planning, technical assistance, and stakeholder coordination of intermodal transportation issues within and 2) promote the economic and environmental importance of the Duluth-Superior harbor and St. Louis River estuary.*

Ongoing Work Activities

- Provide primary staff support for and coordination of the MIC's Harbor Technical Advisory Committee (HTAC).
- Provide a forum for interagency discussion and cooperation on harbor and St. Louis River estuary-related issues, primarily including but not limited to dredging, navigation, safety, environmental, business, sustainability, and recreation topics.
- Build and maintain relationships with the very diverse group of HTAC partners and participants.
- Staff and sometimes coordinate HTAC subcommittees and create new subcommittees as is requested and/or warranted. Current Subcommittees include Dredging and Navigation & Safety.
- Maintain HTAC voting and subcommittee memberships to ensure they are kept up to date.
- Support, promote, and/or assist with numerous harbor-related tasks, plans, or efforts, such as:
 - finding and promoting viable use/reuse of dredged materials locally,
 - Harbor Safety Workgroup / Paddle Safe Twin Ports updates and messaging,
 - completion of the St Louis River Area of Concern work,
 - development of an updated Dredge Material Management Plan (DMMP) for the ports of Duluth and Superior (as needed), and
 - establish data-based Environmental Windows in the harbor and estuary (as needed).
- Maintain the MICs Port Land Use Plan and support and advocate for the implementation of its recommendations. The recommendations require cooperation by a variety of agencies/jurisdictions. Update the plan, as appropriate or as requested.
- Advocate for port use and improvements.
- Seek additional funding sources to supplement work activities (as needed via special projects).
- Report HTAC activities to the MIC Policy Board, and other entities upon request.
- Present the HTAC as a model for other ports and communities to replicate.

Final Product

Provide staff support to the MIC Harbor Technical Advisory Committee and its subcommittees and work groups at meetings throughout the year. Staff also stays abreast of specific harbor issues and interacts with partners or consultants hired to undertake special studies. Upon suggestion of a key partner, pursuing updates to the Port Land Use Plan starting in 2026 (its last update was in 2016).

Budget

\$ 69,745	CY 2027 (MIC Budget includes an estimated 800 staff hours)
\$ 71,080	CY 2028 (MIC Budget includes an estimated 800 staff hours)

Transit Program Administration, Coordination and Monitoring

(402783)

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

Major Work Activities

- Prepare and attend regular meetings of the DTA Board of Directors and other ad hoc meetings with DTA staff.
- Work with DTA and MnDOT to update the MPO’s Memorandum of Understanding with the Duluth Transit Authority, consistent with 23 CFR 450.314, for the MPO, the State(s), and the providers of public transportation to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process.
- Bus Rapid Transit Facility Study: MIC staff will participate on the steering committee for the DTA’s consultant-led study to assess possible location, design, and cost for BRT stations along two primary corridors that are planned for high-frequency transit “Go” lines.
- Complete quarterly invoices and provide regular progress reports on transit planning activities to ARDC, NWRPC and state and federal agencies.

Special Projects

MIC staff will assist DTA staff on projects that may include:

- Bus Stop Connectivity and Accessibility Assessment: Evaluate first mile/last mile pedestrian connections to bus stops on major arterials, including condition, gaps, and maintenance of adjacent sidewalks. Evaluate ADA accessibility as it relates to existing (or needed) no parking zones adjacent to bus stops.
- Transit-Oriented Development (TOD) Assessment: Develop a tool or metric to assess the impact of various land uses on transit utilization; apply that assessment tool to prioritize and identify sites best suited to TOD along identified corridors, including Central Entrance.
- Participation in community-led transit and pedestrian encouragement activities and events (e.g., Bus-Bike-Walk month)
- Strategic planning processes.

Budget

\$ 48,761	CY 2027 (MIC Budget includes an estimated 675 staff hours)
\$ 49,731	CY 2028 (MIC Budget includes an estimated 675 staff hours)

Freight Planning, Coordination & Implementation**(402784)**

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

Major Work Activities

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

Budget

\$ 25,846	CY 2027 (MIC Budget includes an estimated 300 staff hours)
\$ 34,957	CY 2028 (MIC Budget includes an estimated 400 staff hours)

LONG RANGE PLANNING & COORDINATION

Objective: *In October 2024 the MIC adopted its current long range Metropolitan Transportation Plan (MTP) – Sustainable Choices 2050 – following a two-year planning process. In 2027 and 2028, MIC staff will focus on implementing the 2050 MTP in various ways, and on preparing for the 2055 MTP Update, due October 2029.*

Major Work Activities

Long range planning tasks will include:

1. Implementation of 2050 Metropolitan Transportation Plan

Implementation efforts will center on achieving the MTP's goals and objectives in ways that best support the plan's vision, by:

- Ensuring the goals and objectives of *Sustainable Choices 2050* (MTP) are reflected and prioritized in MIC plans, the annual Transportation Improvement Program (TIP), and related decisions to advance the plan's vision for the MIC area's multimodal transportation network.
- Promoting the integration of the MTP's goals and objectives -into local transportation plans, projects, and policies to support realization of the vision for the area's multimodal transportation network.
- Maintaining and updating the *Sustainable Choices 2050* page of the MIC's website as needed to document implementation efforts and opportunities for public comment.
- Continuing to work with TAC members and other jurisdiction stakeholders, as needed, to update the TIP project selection process to incorporate the MTP's Performance-Based Planning approach and Performance Measure targets.
- Working with MnDOT, WisDOT, FHWA, and local jurisdictions as needed to update and standardize the financial summaries and improve the fiscally constrained and illustrative project lists for future MTPs.
- Continuing to work with MnDOT, WisDOT, FHWA, and local jurisdictions as needed to finalize an annual progress report as one form of a regular performance assessment.
- Coordinating the methodology and data collection for the MTP's safety performance assessment with the annual performance assessment being developed for the MIC's newly-adopted Safety Action Plan.
- Conducting jurisdictional consultations -to evaluate progress and identify local transportation issues, needs, trends, and/or priorities.
- Engaging with key partners and stakeholder groups to -identify local transportation issues, concerns, needs, trends, and/or priorities. An annual survey could potentially be developed and administered as a public engagement tool.-
- Supporting studies and/or developing related strategies to address identified issues.
- Developing recommendations for policy and/or topics for possible future study to address identified issues.
- Gathering and analyzing data and/or developing methods and data sources

appropriate for assessing progress being made in meeting state performance targets and MTP goals and objectives.

- Developing recommendations for policy and/or topics for possible future study as they relate to the MIC area.

2. Begin Development of the 2055 MTP Update

The next update of the MIC's long-range MTP is due October 2029. Initial steps to identify needed tasks, develop its timeline for completion, conduct the procurement process to hire a consultant, and update the MIC's Travel Demand Model will begin in 2027, and the planning process to produce the 2055 Update will be fully underway in 2028.

- Consider the basic desired direction of the 2055 MTP.
- Identify tasks for developing the 2055 MTP Update—including defining the MIC area's transportation vision, creating a public engagement plan, conducting early outreach with jurisdictions and key stakeholders, gathering required data, preparing a fiscally constrained project list, and evaluating progress toward performance targets since Sustainable Choices 2050. Establish a timeline for these tasks and define consultant and MIC staff roles and responsibilities.
- Incorporate the identified tasks and project timeline into a Request for Proposal (RFP) for consultant assistance in developing the 2055 MTP. Conduct the procurement process in accordance with ARDC and MnDOT policies and processes to post the RFP, evaluate proposals, select a consultant and finalize the contract.
- Travel Demand Model (TDM) Update and Running Scenarios
- Update socioeconomic data that is at the foundation of the Duluth-Superior Travel Demand Model, as well as exploring options for improving its associated process, structure, and/or inputs. This will include moving from a TAZ-based model to one that is census block based, in accordance with the new standard of data collection.
- Work with jurisdictions and consultants as needed to “ground truth” the output from the updated TDM.
- Run future scenarios based on the MIC's Travel Demand Model, including one that models a full closure of the Blatnik Bridge to aid decisions during reconstruction of the Blatnik Bridge. Run other model scenarios as appropriate.

3. Compliance with Federal Requirements and Statewide Planning Initiatives

- Identify any new requirements from federal transportation legislation and review each State's long-range multi-modal plans, highway investment plans, and statewide freight plans, for inclusion in the 2055 Update.
- Continue work with WisDOT and MnDOT on implementing measures related to each state's long-range multi-modal plans, highway investment plans, and statewide freight plans, as appropriate.

4. Transportation Performance Management

- In coordination with MnDOT and WisDOT, MIC staff will adopt updated federally

required transportation performance measure targets for the MIC planning area, as needed.

Final Product

Implement *Sustainable Choices 2050* through several actions: promoting and supporting its goals, objectives, and overall vision; reporting on progress being made; revising the TIP project selection process; engaging with key partners and stakeholders; updating the Travel Demand Model; and beginning the development of the MIC's 2055 MTP Update.

Budget

\$ 188,362	CY 2027 (MIC Budget includes 1,975 staff hours and \$30,000 for consultant)
\$ 205,554	CY 2028 (MIC Budget includes 2,175 staff hours and \$30,000 for consultant)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Transportation Improvement Programs (TIP)**(472027)****2027 – 2030 Transportation Improvement Programs (CY 2027), and****2028 – 2031 Transportation Improvement Programs (CY 2028)**

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

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

Special Projects – Short Range**TIP Project Status Report**

Develop a document, to be updated approximately 3 times per year, which includes details about area jurisdictions' project development process and recent project milestones. This document will help the MIC Policy Board and members of the public to stay informed about where projects are in the project development timeline, and which have upcoming public engagement events or design advancement.

Carbon Reduction Program (CRP) funding:

The MIC, as the local MPO for Duluth and Superior, has oversight regarding the allocation of CRP funds in the MIC Duluth and Superior MPO areas. In this capacity, the MIC facilitates consensus amongst the MIC's constituent jurisdictions to allocate CRP funds to eligible projects in MPO's area. MIC staff will use the guidance in the MnDOT Carbon Reduction Strategy to evaluate submitted CRP applications and to communicate the anticipated impacts of selected projects with board members and the public.

Final Product

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

Budget

\$ 107,062	CY 2027 (MIC Budget includes an estimated 1,425 staff hours)
\$ 115,425	CY 2028 (MIC Budget includes an estimated 1,525 staff hours)

MIC Administration

MIC Administration

(482027)

Program Administration, Coordination and Monitoring

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

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

Major Work Activities Program Administration

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

Program Coordination

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

Work Program Development & Monitoring

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

Statewide and District Planning

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

Training, Workshops and Conferences

- Attend WISDOT and MNDOT statewide MPO directors' meetings as scheduled.
- Attend various statewide functions or workshops relevant to the MIC.
- Attend workshops that promote staff development. These will take the form of computer software training, personal writing, and speaking courses or similar presentation skills training.
- Attend/participate with Association of Metropolitan Planning Organization (AMPO)'s Board of Directors and other advisory committees throughout the year.
Spring 2027-28—Annual Board meeting and DC Congressional meetings; Fall 2027-28—National Meeting/Conference.
- Attend select National Association of Development Organizations (NADO) and American Planning Association (APA) workshops and conferences.
- Continue to implement and conduct staff training as necessary for the MIC's Title VI and LEP requirements.

Communication Initiatives

The MIC will continue to update and maintain the dsmic.org website and use a variety of traditional and digital communication tools to inform stakeholders and the public about transportation planning activities. A third party consultant may be hired to add an archive section to the current site.

To support these efforts, the MIC needs updated photographs of multimodal transportation within the MPO Planning Area for use on the website and in outreach materials. A third-party contractor may be hired to capture these images.

The MIC will also research and evaluate email marketing platforms (e.g., Constant Contact, MailChimp) to strengthen outreach. Goals include:

- Managing email lists efficiently;
- Designing emails using MIC-branded templates;
- Scheduling individual emails and bulk email campaigns (such as delivering surveys);
- Reporting and analyzing key email metrics such as deliverability and click-through rates

Public Involvement Plan (PIP) Update

The MIC will update its 2021 Public Involvement Plan (PIP) to comply with 23 CFR 450.316 and establish clear, inclusive, and measurable engagement processes. The updated PIP will guide how the MIC proactively seeks broad community representation, incorporates public feedback, and aligns with state and federal requirements. Tasks include:

- Reviewing federal requirements (23 CFR 450.316) and assessing the current PIP for compliance
- Reviewing PIPs from other Minnesota and Wisconsin MPOs
- Updating the document for clarity, concision, and usefulness for staff
- Developing a PIP-specific engagement plan, including:
 - Identifying stakeholders with MIC staff
 - Reviewing and updating sections related to the MTP, TIP, and general plans/studies with staff
 - Reviewing and updating MTP/TIP sections with jurisdictional partners
 - Incorporating input into a draft PIP and releasing it for the required 45-day public comment period
 - Presenting the draft to the Transportation Advisory Committee and MIC Policy Board
 - Presenting to the ARDC Board/Commission if needed
 - Consulting with key stakeholders and meeting upon request
 - Conducting formal consultations with MnDOT, WisDOT, FTA, and FHWA
- Presenting recommended revisions between draft and final versions to the Policy Board
- Presenting the final PIP to the TAC and Policy Board for approval
- Distributing the final PIP to state and federal oversight agencies
- Consulting the updated PIP and implementing the updated processes prior before undertaking planning initiatives

Final Product

All are ongoing tasks carried out throughout the course of the year, to include:

- Recommendations for (and possible implementation of) a new email marketing platform;
- Updated photos for use in MIC plans and public involvement processes;
- An updated Public Involvement Plan that MIC staff will consult and use.

Budget

\$ 335,800	CY 2027 (MIC Budget includes an estimated 3,745 staff hours)
\$ 367,356	CY 2028 (MIC Budget includes an estimated 3,575 staff hours)

MIC Administrative Cost Allocation

As the host agency, ARDC is responsible for preparing, reviewing, and self-certifying the annual indirect cost rate proposal in accordance with federal requirements, and for issuing the approved rate applicable to MIC program activities. The Certificate of Indirect Costs may be found on Page 3 of the [2026 ARDC Cost Allocation Plan](#).

(The link above will be updated once ARDC has finalized the 2027 Cost Allocation Plan; likely sometime in November 2026.)

NOTE:

Beginning with the 2015 CY Budget, the MIC accounts for financial staff time from our host agency (ARDC) in a manner changed from prior years. ARDC administrative staff time is incorporated into our budget in the same manner as any other staff person of the MIC. (Hour estimates for ARDC staff are noted on page vi).

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

2027 Budget

MIC Unified Transportation Planning Work Program

2027 Funding Sources

MINNESOTA	
Federal Highway Administration (CPG - Minnesota) Non-SATO	\$451,955
Federal Highway Administration (CPG-Minnesota) SATO 2.5%	\$11,589
Federal Transit Administration (CPG-Minnesota) Non-SATO	\$217,070
Minnesota State Funds (CPG Match - MnDOT)	\$61,050
Arrowhead Regional Development Commission (Local Match-ARDC)	\$121,468
Arrowhead Regional Development Commission (Local Overmatch)	\$2,897
MINNESOTA TOTAL	\$866,029
WISCONSIN	
Federal Highway Administration (CPG - Wisconsin) Non-SATO	\$55,014
Federal Highway Administration (CPG-Wisconsin) SATO	\$1,411
Federal Transit Administration (CPG-Wisconsin) SATO	\$16,824
Wisconsin State Funds (CPG Match - WisDOT)	\$3,213
Northwest Regional Planning Commission (Local Match-NWRPC)	\$10,541
WISCONSIN TOTAL	\$87,003
MINNESOTA + WISCONSIN FUNDING TOTALS	\$953,032
<i>*Anticipated funding levels - subject to change upon further review from all sources.</i>	

Duluth – Superior Metropolitan Interstate Council

2027 Transportation Planning Program Elements

Project Type	Project Name	Hours	Salaries	Fringe	Indirect	Direct	Totals*
Short Range							
MIC Area-wide	Safety Action Plan Implementation	500	\$ 23,339	\$ 8,169	\$ 3,860	\$ 423	\$ 35,790
Superior	Safe Routes to School	285	\$ 15,713	\$ 5,500	\$ 2,599	\$ 303	\$ 24,114
MIC Area-wide	Metropolitan Bike/Ped Planning	512	\$ 21,599	\$ 7,560	\$ 3,572	\$ 246	\$ 32,977
MIC Area-wide	Harbor Planning	800	\$ 44,063	\$ 15,422	\$ 7,287	\$ 2,973	\$ 69,745
MIC Area-wide	Freight Planning and Coordination	300	\$ 16,701	\$ 5,845	\$ 2,762	\$ 538	\$ 25,846
MIC Area-wide	Transit Planning	675	\$ 32,004	\$ 11,201	\$ 5,293	\$ 263	\$ 48,761
MIC Area-wide	Roadway Planning and Coordination	450	\$ 22,912	\$ 8,019	\$ 3,789	\$ 7,335	\$ 42,055
	SUBTOTAL	3,522	\$ 176,331	\$ 61,716	\$ 29,161	\$ 12,080	\$ 279,288
SATO Activities							
MIC Area-wide	SATO Activities	678	\$ 19,681	\$ 6,888	\$ 3,255	\$ -	\$ 29,824
Long Range							
MIC Area-wide	Long Range Planning/Coordination	1,975	\$ 92,020	\$ 32,207	\$ 15,218	\$ 47,398	\$ 186,843
MN & WI	Transportation Improvement Program	1,425	\$ 60,258	\$ 21,090	\$ 9,965	\$ 14,229	\$ 105,542
Administration							
MIC Area-wide	MIC Administration / Coordination	3,475	\$ 177,850	\$ 62,248	\$ 29,412	\$ 82,026	\$ 351,535
	GRAND TOTAL*	11,075	\$ 526,140	\$ 184,149	\$ 87,010	\$ 155,733	\$ 953,032

Rounding results in some totals off by \$1

*ARDC has not established the Indirect Cost Rate for 2027. These rates are based upon 2026 rates and are subject to change in the final draft.

Duluth - Superior Metropolitan Interstate Council
2027 Combined MN/WI Cost Share Allocation Percentage

	Total	MN - CPG*	MN	MN-ST	MN-L	WI -CPG*	WI	WI - ST	WI - L
	(MN/WI)	Federal	SATO	Match	Match	Federal	SATO	Match	Match
Short Range Planning	\$ 279,288	\$ 202,393	\$ -	\$ 18,469	\$ 37,623	\$ 16,643	\$ -	\$ 972	\$ 3,189
	100.00%	72.47%	0.00%	6.61%	13.47%	5.96%	0.00%	0.35%	1.14%
SATO Activities	\$ 29,824	\$ -	\$11,589.00	\$ -	\$ -	\$ -	\$18,235.00	\$ -	\$ -
	10.68%	0.00%	4.15%	0.00%	0.00%	0.00%	6.53%	0.00%	0.00%
Long Range Planning	\$ 186,843	\$ 135,400	\$ -	\$ 12,356	\$ 25,170	\$ 11,134	\$ -	\$ 650	\$ 2,133
	100.00%	72.47%	0.00%	6.61%	13.47%	5.96%	0.00%	0.35%	1.14%
TIP	\$ 105,542	\$ 76,484	\$ -	\$ 6,979	\$ 14,218	\$ 6,289	\$ -	\$ 367	\$ 1,205
	100.00%	72.47%	0.00%	6.61%	13.47%	5.96%	0.00%	0.35%	1.14%
Administration	\$ 351,535	\$ 254,748	\$ -	\$ 23,246	\$ 47,355	\$ 20,948	\$ -	\$ 1,223	\$ 4,014
	100.00%	72.47%	0.00%	6.61%	13.47%	5.96%	0.00%	0.35%	1.14%
Totals	\$953,032	\$669,025	\$ 11,589	\$ 61,050	\$ 124,365	\$ 55,014	\$ 18,235	\$ 3,213	\$ 10,541
	100.00%	70.20%	1.22%	6.41%	13.05%	5.77%	1.91%	0.34%	1.11%

Rounding results in some totals off by \$1; Wisconsin State Match Actual is 4.67158% and Local Match is 15.32842%

**Consolidated Planning Grant*

Duluth-Superior Metropolitan Interstate Council
2027 Cost Share Allocation – Minnesota Portion

MIC Project Description	TOTAL COSTS	MN-CPG* FEDERAL (a)	MN-SATO FHWA/FTA	MN - State MATCH (a)	MN - Local MATCH
Short Range Planning	\$258,484	\$202,393	\$0	\$18,469	\$37,623
	100.00%	78.30%	0.00%	7.15%	14.56%
Safety Action Plan Implementation	\$33,124	\$25,936	\$0	\$2,367	\$4,821
Safe Routes to School	\$22,318	\$17,475	\$0	\$1,595	\$3,248
Metropolitan Bicycle / Ped Planning	\$30,521	\$23,898	\$0	\$2,181	\$4,442
Harbor Planning and Coordination	\$64,550	\$50,542	\$0	\$4,612	\$9,395
Freight Planning and Coordination	\$23,921	\$18,730	\$0	\$1,709	\$3,482
Transit Planning	\$45,129	\$35,336	\$0	\$3,224	\$6,569
Roadway Planning and Coordination	\$38,922	\$30,476	\$0	\$2,781	\$5,665
SATO Activities	\$11,589	\$0	\$11,589	\$0	\$0
	6.70%	0.00%	6.70%	0.00%	0.00%
Long Range Planning	\$172,925	\$135,400	\$0	\$12,356	\$25,170
	100.00%	78.30%	0.00%	7.15%	14.56%
Transportation Improvement Program (TIP)	\$97,680	\$76,484	\$0	\$6,979	\$14,218
	100.00%	78.30%	0.00%	7.15%	14.56%
MIC Administration	\$325,350	\$254,748	\$0	\$23,246	\$47,355
	100.00%	78.30%	0.00%	7.15%	14.56%
GRAND TOTALS	\$866,029	\$669,025	\$11,589	\$61,050	\$124,365
	100.00%	77.25%	1.34%	7.05%	14.36%

Rounding results in some totals off by \$1

**Consolidated Planning Grant*

Duluth-Superior Metropolitan Interstate Council
2027 Cost Share Allocation – Wisconsin Portion

MIC Project Description	TOTAL COSTS	WI-CPG* FEDERAL (a)	WI-SATO FHWA/FTA	WI - State MATCH (a)	WI - Local MATCH
Short Range Planning	\$20,804	\$16,643	\$0	\$972	\$3,189
	100.00%	80.00%	0.00%	4.67%	15.33%
Safety Action Plan Implementation	\$2,666	\$2,133	\$0	\$125	\$409
Safe Routes to School	\$1,796	\$1,437	\$0	\$84	\$275
Metropolitan Bicycle / Ped Planning	\$2,456	\$1,965	\$0	\$115	\$377
Harbor Planning and Coordination	\$5,195	\$4,156	\$0	\$243	\$796
Freight Planning and Coordination	\$1,925	\$1,540	\$0	\$90	\$295
Transit Planning	\$3,632	\$2,906	\$0	\$170	\$557
Roadway Planning and Coordination	\$3,133	\$2,506	\$0	\$146	\$480
SATO Activities	\$18,235	\$0	\$18,235	\$0	\$0
	100.00%	0.00%	100.00%	0.00%	0.00%
Long Range Planning	\$13,918	\$11,134	\$0	\$650	\$2,133
	100.00%	80.00%	0.00%	4.67%	15.33%
Transportation Improvement Program (TIP)	\$7,862	\$6,289	\$0	\$367	\$1,205
	100.00%	80.00%	0.00%	4.67%	15.33%
MIC Administration	\$26,185	\$20,948	\$0	\$1,223	\$4,014
	100.00%	80.00%	0.00%	4.67%	15.33%
GRAND TOTALS	\$87,003	\$55,014	\$18,235	\$3,213	\$10,541
	100.00%	63.23%	20.96%	3.69%	12.12%

Rounding results in some totals off by \$1; Wisconsin State Match Actual is 4.67158% and Local Match is 15.32842%

*Consolidated Planning Grant

2027 Complete Streets MN & WI
2027 MINNESOTA COMPLETE STREETS SET-ASIDE

MPO	Available SATO Funding	Total	Federal	State	Local
Duluth-Superior		\$866,029.00	\$680,614.00	\$61,050.00	\$124,365.00
Non-SATO 80/20		\$851,542.75	\$669,025.00	\$61,050.00	\$121,467.75
FHWA 2.5% SATO*	\$11,589.00	\$11,589.00	\$11,589.00	\$0.00	\$0.00
FTA SATO*	\$0.00	\$0.00	\$0.00		
Total	\$11,589.00	\$863,131.75	\$680,614.00	\$61,050.00	\$121,467.75
ARDC Overmatch		\$2,897.25	\$0.00	\$0.00	\$2,897.25

*Amount to be spent on Complete Streets activities in 2027.

2027 WISCONSIN COMPLETE STREETS SET-ASIDE

MPO	Available SATO Funding	Total	Federal	State	Local
Duluth-Superior		\$87,002.97	\$73,249.37	\$3,212.55	\$10,541.05
Non-SATO 80/20		\$68,768.02	\$55,014.42	\$3,212.55	\$10,541.05
FHWA 2.5% SATO*	\$1,410.63	\$1,410.63	\$1,410.63	\$0.00	\$0.00
FTA SATO*	\$16,824.32	\$16,824.32	\$16,824.32		
Total	\$18,234.95	\$87,002.97	\$73,249.37	\$3,212.55	\$10,541.05
NWRPC Overmatch		\$0.00	\$0.00	\$0.00	\$0.00

*Amount to be spent on Complete Streets activities in 2027.

2028 Budget

MIC Unified Transportation Planning Work Program

2028 Funding Sources

MINNESOTA	
Federal Highway Administration (CPG - Minnesota) Non-SATO	\$463,254
Federal Highway Administration (CPG-Minnesota) SATO 2.5%	\$11,878
Federal Transit Administration (CPG-Minnesota) Non-SATO	\$222,497
Minnesota State Funds (CPG Match - MnDOT)	\$61,050
Arrowhead Regional Development Commission (Local Match-ARDC)	\$124,504
Arrowhead Regional Development Commission (Local Overmatch)	\$2,970
MINNESOTA TOTAL	\$886,153
WISCONSIN	
Federal Highway Administration (CPG - Wisconsin) Non-SATO	\$56,390
Federal Highway Administration (CPG-Wisconsin) SATO	\$1,446
Federal Transit Administration (CPG-Wisconsin) Non-SATO	\$17,245
Wisconsin State Funds (CPG Match - WisDOT)	\$3,213
Northwest Regional Planning Commission (Local Match-NWRPC)	\$15,478
WISCONSIN TOTAL	\$93,772
MINNESOTA + WISCONSIN FUNDING TOTALS	\$979,925
<i>*Estimated funding levels - subject to change upon further review from all sources.</i>	

Duluth – Superior Metropolitan Interstate Council
2028 Transportation Planning Program Elements

Project Type	Project Name	Hours	Salaries	Fringe	Indirect	Direct	Totals*
Short Range							
MIC Area-wide	Safety Action Plan Implementation	200	\$ 9,760	\$ 3,333	\$ 1,575	\$ 423	\$ 14,853
Superior	Safe Routes to School	300	\$ 12,433	\$ 4,245	\$ 2,006	\$ 303	\$ 18,684
MIC Area-wide	Metropolitan Bike/Ped Planning	875	\$ 34,498	\$ 11,780	\$ 5,566	\$ 275	\$ 51,278
MIC Area-wide	Harbor Planning	800	\$ 46,068	\$ 15,730	\$ 7,433	\$ 2,973	\$ 71,080
MIC Area-wide	Freight Planning and Coordination	400	\$ 23,281	\$ 7,950	\$ 3,756	\$ 538	\$ 34,957
MIC Area-wide	Transit Planning	675	\$ 33,460	\$ 11,425	\$ 5,399	\$ 263	\$ 49,731
MIC Area-wide	Roadway Planning and Coordination	550	\$ 29,278	\$ 9,997	\$ 4,724	\$ 7,721	\$ 51,006
	SUBTOTAL	3,800	\$ 188,779	\$ 64,461	\$ 30,458	\$ 12,496	\$ 291,590
Long Range							
MIC Area-wide	Long Range Planning/Coordination	2,175	\$ 105,949	\$ 36,178	\$ 17,094	\$ 48,917	\$ 205,554
MN & WI	Transportation Improvement Program	1,525	\$ 67,421	\$ 23,022	\$ 10,878	\$ 15,749	\$ 115,425
Administration							
MIC Area-wide	MIC Administration / Coordination	3,575	\$ 191,293	\$ 65,320	\$ 30,863	\$ 84,546	\$ 367,356
	GRAND TOTAL*	11,075	\$ 553,442	\$ 188,980	\$ 89,293	\$ 161,708	\$ 979,925

Rounding results in some totals off by \$1

**ARDC has not established the Indirect Cost Rate for 2028. These rates are based upon 2026 rates and are subject to change in the final draft.*

Duluth - Superior Metropolitan Interstate Council

2028 Combined MN/WI Cost Share Allocation Percentage

	Total	MN - CPG*	MN-ST	MN-L	WI -CPG*	WI - ST	WI - L
	(MN/WI)	Federal	Match	Match	Federal	Match	Match
Short Range Planning	\$ 291,590	\$ 207,589	\$ 18,166	\$ 37,932	\$ 22,341	\$ 956	\$ 4,606
	100.00%	71.19%	6.23%	13.01%	7.66%	0.33%	1.58%
Long Range Planning	\$ 205,554	\$ 146,339	\$ 12,806	\$ 26,740	\$ 15,749	\$ 674	\$ 3,247
	100.00%	71.19%	6.23%	13.01%	7.66%	0.33%	1.58%
TIP	\$ 115,425	\$ 82,174	\$ 7,191	\$ 15,015	\$ 8,844	\$ 378	\$ 1,823
	100.00%	71.19%	6.23%	13.01%	7.66%	0.33%	1.58%
Administration	\$ 367,356	\$ 261,529	\$ 22,887	\$ 47,788	\$ 28,146	\$ 1,204	\$ 5,802
	100.00%	71.19%	6.23%	13.01%	7.66%	0.33%	1.58%
Totals	\$ 979,925	\$ 697,631	\$ 61,050	\$ 127,474	\$ 75,080	\$ 3,212	\$ 15,478
	100.00%	71.19%	6.23%	13.01%	7.66%	0.33%	1.58%

Rounding results in some totals off by \$1; Wisconsin State Match Actual is 3.50862 and Local Match is 16.49138

*Consolidated Planning Grant

Duluth-Superior Metropolitan Interstate Council
2028 Cost Share Allocation – Minnesota Portion

MIC Project Description	TOTAL COSTS	MN-CPG* FEDERAL (a)	MN - State MATCH (a)	MN - Local MATCH
Short Range Planning	\$263,687	\$207,589	\$18,166	\$37,932
	100.00%	78.73%	6.89%	14.39%
Safety Action Plan Implementation	\$13,432	\$10,574.10	\$925.35	\$1,932.14
Safe Routes to School	\$16,896	\$13,301.74	\$1,164.04	\$2,430.55
Metropolitan Bicycle / Ped Planning	\$46,371	\$36,506	\$3,195	\$6,671
Harbor Planning and Coordination	\$64,279	\$50,604	\$4,428	\$9,247
Freight Planning and Coordination	\$31,612	\$24,887	\$2,178	\$4,547
Transit Planning	\$44,972	\$35,405	\$3,098	\$6,469
Roadway Planning and Coordination	\$46,125	\$36,312	\$3,178	\$6,635
Long Range Planning	\$185,884	\$146,339	\$12,806	\$26,740
	100.00%	78.73%	6.89%	14.39%
Transportation Improvement Program (TIP)	\$104,380	\$82,174	\$7,191	\$15,015
	100.00%	78.73%	6.89%	14.39%
MIC Administration	\$332,204	\$261,529	\$22,887	\$47,788
	100.00%	78.73%	6.89%	14.39%
GRAND TOTALS	\$886,155	\$697,631	\$61,050	\$127,474
	100.00%	78.73%	6.89%	14.39%

Rounding results in some totals off by \$1

**Consolidated Planning Grant*

Duluth-Superior Metropolitan Interstate Council
2028 Cost Share Allocation – Wisconsin Portion

MIC Project Description	TOTAL COSTS	WI-CPG* FEDERAL (a)	WI - State MATCH (a)	WI - Local MATCH
Short Range Planning	\$27,903	\$22,341	\$956	\$4,606
	100.00%	80.07%	3.43%	16.51%
Safety Action Plan Implementation	\$1,421	\$1,138.00	\$48.68	\$234.60
Safe Routes to School	\$1,788	\$1,431.55	\$61.24	\$295.12
Metropolitan Bicycle / Ped Planning	\$4,907	\$3,929	\$168	\$810
Harbor Planning and Coordination	\$6,802	\$5,446	\$233	\$1,123
Freight Planning and Coordination	\$3,345	\$2,678	\$115	\$552
Transit Planning	\$4,759	\$3,810	\$163	\$786
Roadway Planning and Coordination	\$4,881	\$3,908	\$167	\$806
Long Range Planning	\$19,670	\$15,749	\$674	\$3,247
	100.00%	80.07%	3.43%	16.51%
Transportation Improvement Program (TIP)	\$11,045	\$8,844	\$378	\$1,823
	100.00%	80.07%	3.43%	16.51%
MIC Administration	\$35,153	\$28,146	\$1,204	\$5,802
	100.00%	80.07%	3.43%	16.51%
GRAND TOTALS	\$93,770	\$75,080	\$3,212	\$15,478
	100.00%	80.07%	3.43%	16.51%

Rounding results in some totals off by \$1; Wisconsin State Match Actual is 3.50862 and Local Match is 16.49138

**Consolidated Planning Grant*

2028 COMPLETE STREETS MN & WI

2028 MINNESOTA COMPLETE STREETS SET-ASIDE

MPO	Available SATO Funding	Total	Federal	State	Local
Duluth-Superior		\$886,153.35	\$697,629.35	\$61,050.00	\$127,474.00
Non-SATO 80/20		\$871,305.46	\$685,751.04	\$61,050.00	\$124,504.42
FHWA 2.5% *	\$11,878.32	\$11,878.32	\$11,878.32	\$0.00	\$0.00
Total		\$883,183.77	\$697,629.35	\$61,050.00	\$124,504.42
ARDC Overmatch		\$2,969.58			\$2,969.58

*Estimated amount to be spent on Complete Streets activities in 2028, if funding exists.

2028 WISCONSIN COMPLETE STREETS SET-ASIDE

MPO	Available SATO Funding	Total	Federal	State	Local
Duluth-Superior		\$93,770.73	\$75,080.23	\$3,213.00	\$15,477.50
Non-SATO 80/20		\$92,324.84	\$73,634.34	\$3,213.00	\$15,477.50
FHWA 2.5% SATO *	\$1,445.89	\$1,445.89	\$1,445.89	\$0.00	\$0.00
FTA SATO*	\$0.00	\$0.00	\$0.00		
Total	\$1,445.89	\$93,770.73	\$75,080.23	\$3,213.00	\$15,477.50
NWRPC Overmatch		\$0.00	\$0.00	\$0.00	\$0.00

*Estimated amount to be spent on Complete Streets activities in 2028, if funding exists.

Appendix

MPO Planning Priorities and Planning Factors

Planning Priorities

The MIC's planning priorities address the most critical transportation needs identified in the Duluth-Superior area, consistent with local jurisdictions' comprehensive plans. These priorities also align with federal and state transportation planning goals. The Infrastructure Investment and Jobs Act (IIJA) provides significant funding opportunities that support these priorities, while MnDOT and WisDOT modal and highway investment plans, along with the MIC's Long-Range Metropolitan Transportation Plan, [Sustainable Choices 2050](#), provide comprehensive policy direction. This coordinated approach enables the greater metropolitan area to work cooperatively in developing a well-maintained, integrated, accessible, and multi-modal transportation system that safely and efficiently moves people and freight.

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

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

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

Metropolitan Planning Factors

[23 U.S.C. 134](#) and [49 U.S.C. 5303](#) set forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process that provides for consideration and implementation of projects, strategies, and services that will address the following factors:

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

Metropolitan Planning Factors* in the MIC's 2027-2028 UPWP

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

Minnesota MPO Unified Planning Work Program Checklist

MPO: Duluth-Superior Metropolitan Interstate Council UPWP website: dsmic.com MPO
 Contact name: Ron Chicka Phone: 218.529.7506 Email: rchicka@ardc.org
 UPWP time period: 1.01.27 to 12.31.27

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

Regulatory Citation (23 CFR, except when noted otherwise)	Key Item	Review Guidance / Description	Included in UPWP?	If yes, which page(s)?	Comments
420.111	Cover Page	Include MPO name	<u>Yes</u>	i	
		Include calendar years covered by the UPWP	<u>Yes</u>	i	
450.308(c)	Title Page	Include MPO name	Yes	iii	
		Include calendar years covered by the UPWP	Yes	iii	
		Identify MPO contact person, including name, phone number and email address	Yes	iii	
		Identify the agencies providing funds for the UPWP; Option to include agency logos for easier identification	Yes	iii	
		Include a USDOT disclaimer noting that the document was prepared with federal funds but does not reflect the views or policies of the United States Department of Transportation	Yes	iii	
Best practice	Introduction	Include a table of contents	Yes	v	
		Include a fully executed MPO resolution approving the UPWP	Yes	63-65	
		Include a fully executed federal self-certification document	Yes	Pg 4 of TIP	2026-2029 Duluth TIP FINAL
Best practice	Map	Include a map showing MPO urbanized boundary and the Planning Area boundary	Yes	3	

Regulatory Citation (23 CFR, except when noted otherwise)	Key Item	Review Guidance / Description	Included in UPWP?	If yes, which page(s)?	Comments
Best practice	Staff	List primary MPO staff by name and title	Yes	2	
Best practice	MPO membership	List of all policy board members, including names and affiliations	Yes	1	
		List of all technical advisory members, including names and affiliations	Yes	1	
		List of all technical committee(s) members, including names and affiliations (i.e., bicycle and pedestrian or harbor committees)	Yes	2	
450.308(b)	Previous year's accomplishments	Summarize the MPO's previous year's accomplishments. This may include major studies completed, number of TIP/MTP amendments, Title VI and environmental justice related activities etc.	Yes	6-8	
Best practice	Meetings	List all proposed policy board meeting dates	Yes	69-70	
		List all proposed technical advisory committee and all technical committee meeting dates	Yes	69-70	
		Include a note that meeting dates are subject to change	Yes	69-70	
450.308(c)	Federal Planning Factors	Discuss the planning priorities for the MPO and the ten federal planning factors	Yes	54-55	
450.308(c); 420.111(b)(1)	Funding	Include a summary budget table which identifies participating agencies with respective funding commitments by task with line and column totals	Yes	40-42	
		Include a funding source table which lists current funding by program source for each task with totals	Yes	40-42	
		Include a funding summary table that shows: federal share by type of	Yes	38	

Regulatory Citation (23 CFR, except when noted otherwise)	Key Item	Review Guidance / Description		Included in UPWP?	If yes, which page(s)?	Comments
		fund, matching rate by type of fund, state and/or local matching share, and other state and local funds				
420.113	Eligible Expenses	Include a cost allocation plan or link to MPO's cost allocation plan		Yes	34	
		Ensure all costs are eligible under the Metropolitan Planning funds		Yes		
450.308(c); 450.308(c); 420.111(b)(1)	Work Plan Elements Best practice examples: - Portland, OR - Oregon Metro 2022 UPWP - Omaha, NE - MAPA FY2021 UPWP - Southeastern Wisconsin MPO - SEWRPC 2022 Overall Work Program	Task Identification	Include task number and title	Yes	11-33	
		Purpose	Discuss the purpose of the work element and/or individual work item/activity with at least two objectives	Yes	11-33	
		Description	Include a brief description of each individual work item/activity in sufficient detail to indicate who (e.g., MPO, State, public transportation operator, local government, or consultant) will perform the work	Yes	11-33	
		Final product(s)	Identify in sufficient detail the resulting products	Yes	11-33	
		Hours	Estimate the number of hours for work activities	Yes	39	
		Schedule	Include insufficient detail the schedule for completing the work (i.e., estimated milestone or	Yes	11-33	

Regulatory Citation (23 CFR, except when noted otherwise)	Key Item	Review Guidance / Description		Included in UPWP?	If yes, which page(s)?	Comments
			benchmark dates as well as end dates)			
		Funding	• In sufficient detail estimate the proposed funding by major activity and task • In sufficient detail to indicate a summary of the total amounts and sources of Federal and matching funds • A description of work to be accomplished and cost estimates by activity or task	Yes	40-42 38 11-33	
		Completion date	Identify the anticipated completion date or note if ongoing activity; identify previous work if task is a continuing item	Yes	11-33	
450.316	Public Participation	Ensure work program follows MPO's public participation plan		Yes		
		Ensure work program elements include public participation components that are compliant with 23 CFR 450.316		Yes		
		Ensure document is publicly accessible		Yes		PIP 2021
Title VI of the Civil Rights Act of 1964, 42	Title VI	Ensure work program includes Title VI requirements		Yes		Title VI Plan

Regulatory Citation (23 CFR, except when noted otherwise)	Key Item	Review Guidance / Description	Included in UPWP?	If yes, which page(s)?	Comments
U.S.C. 2000d et seq.					
Executive Order 13166	Language Access Plan	Ensure document complies with Limited English Proficiency requirements	Yes		
Americans with Disabilities Act Title II	ADA compliance	Ensure document is accessible	Yes		
IIJA – new ruling	2.5% Safe & Accessible Fund set-aside	Identify Safe & Accessible Transportation Option set-aside activities are This needs to account for a minimum of 2.5% of the MPO federal funds	Yes	13, 16-17	

MPO comments:

Wisconsin MPO Unified Planning Work Program Checklist

Appendix B. MPO UPWP Checklist *(taken from the WisDOT UPWP Handbook 2026)*

Checklist Key Reference	Key Requirement	Comments, including location in the program
	COVER PAGE	
	Name of MPO agency and area represented	i.
	Calendar Year of UPWP	i.
	TITLE PAGE	
	Name of MPO agency and area represented	iii.
	Contact person and information	iii.
	Calendar Year of UPWP	iii.
	Agencies providing funds or support – including agency logos	iii.
A	USDOT Disclaimer	iii.
	INTRODUCTION/PREFACE	
	Table of Contents	v.
B	MPO Approval Resolution-signed	65-68
C	Self-Certification-signed	65
	Prospectus	N/A
	Committee Lists	1-2
	Staff-names, positions, and responsibilities with percentage of time they will spend on MPO work activities	2
	Map of the MPO Coverage Area	
	1. Planning boundary	1. 3
	2. Urbanized area boundary	2. 3
D	3. Air quality boundary	3. N/A
E	Ten planning factors	55
	Summary of previous year's accomplishments	6-8
	Status of current activities	Refer to quarterly reports
	WORK ELEMENTS	
	UPWP Development	32 (in the Administration element)
	Administration	32
	TIP development	28-29
	L RTP development	24-25
F	Congestion Management Process/ITS	N/A
	Transit Planning*	20

	Multimodal Planning	
	1. Bicycle/pedestrian	1. 16
	2. Intermodal freight*	2. 21
	3. Intermodal passenger*	3. 20
D	Air quality planning	
	1. Modeling	1. N/A
	2. CMAQ Application Process	2. N/A
	Public Involvement Plan	32 Plan linked here: PIP 2021
	Surveillance (Data Collection)	16
	Project/Corridor Studies	N/A
	Special Studies	11-13
	TSM/TDM Planning	11-29 all modes
	TE Planning	N/A
G	SATO – FTA	43
	SATO – FHWA	43
H	Multi-Year Contract Administration	N/A
I	Expanded FHWA SATO Election	43
J	PERFORMANCE MANAGEMENT	
	BUDGET SUMMARY	
K	Table 1: Budget Summary	40, 42, 43
	1. FHWA SATO dollars identified in separate line item	1. 43
G	2. FTA SATO dollars identified in separate line item	2. 43
	3. Double-check totals and percentages	3.
	Table 2: Funding Sources	38
	1. Federal	1. 38
	2. State	2. 38
K	3. Local	3. 38
L	ELIGIBLE COSTS	9-33
M	INDIRECT COST ALLOCATION PLAN	34

	Direct Costs	39
	Indirect Costs	39
	Processing Indirect Costs	39
	Indirect Cost Rate Proposal	34
	ADDITIONAL ITEMS	
N	Link to current Title VI Program	Title VI Plan
	ANNUAL MEETING SCHEDULE	

** Denotes items present on an 'as needed' basis*

Check List Key

Checklist Key	Guidance
A	Disclaimer language should be: "The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."
B & C	Needs to reference 23 CFR 450.336 .
D	Only applies to nonattainment and maintenance areas.
E	Language needs to match the current 23 CFR 450.306 (b) code.
F	Only required for TMAs.
G	May not apply to every MPO depending on if they elected to accept the funds or opt out.
H	Only applies to MPOs that elected for this option. If an MPO elected to participate in this option, all projects shall be identified in separate work elements and follow the guidance in section 4 of this handbook.
I	Only applies to MPOs that elected for this option. If an MPO elected to participate in this option, the guidance in section 5.2 of this handbook shall be followed.
J	Outline tasks to develop, update, implement, document performance measures and how to incorporate into the planning process and project selection.
K	Refer to Appendices H & I.
L	Refer to section 3.7.
M	Refer to section 3.9.
N	Link must bring user directly to Title VI Program.

MIC Board Resolution #26-XX

RESOLUTION #26-XX

OF THE

DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

This page is reserved for the MIC resolution approving the 2027-2028 UPWP

This page is reserved for the MIC resolution approving the 2027-2028 UPWP

Arrowhead Regional Development Commission Resolution

This page is reserved for the ARDC Resolution.

Northwest Regional Planning Commission Resolution #26-XX

This page is reserved for the NWRPC Resolution.

2027 Meeting Calendar

Day/Date	Time	Group	Location	Day/Date	Time	Group	Location
January				July	<i>Mid-Year Review/date subject to change</i>		
Tue, Jan 19	1:30 PM	TAC	WisDOT	Wed, July 14			WisDOT In Person or Virtual
Wed, Jan 20	TBD	MIC	Northwood Tech or TBD	No Board or committee meetings during July			
February				August			
Thurs, Feb 4	2:00 PM	BPAC	ARDC	Thurs, Aug 5	2:00 PM	BPAC	MnDOT
Tue, Feb 16	1:30 PM	TAC	MnDOT	Tue, Aug 17	1:30 PM	TAC	WisDOT
Wed, Feb 17	TBD	MIC	Proctor City Hall	Wed, Aug 18	TBD	MIC	Douglas County
March				September			
Wed, Mar 3	9:00 AM	HTAC	Northwood Tech	Wed, Sept 1	9:00 AM	HTAC	Barkers Island Inn
Tue, Mar 16	1:30 PM	TAC	WisDOT	Tue, Sept 14	1:30 PM	TAC	Duluth Airport
Wed, Mar 17	TBD	MIC	Douglas County	Wed, Sept 15	TBD	MIC	Hermantown Training Center
April				October			
Tue, Apr 20	1:30 PM	TAC	MnDOT	Tue, Oct 19	1:30 PM	TAC	WisDOT
Wed, Apr 21	TBD	MIC	Hermantown Training Center	Wed, Oct 20	TBD	MIC	Northwood Tech
May				November			
Thurs, May 6	2:00 PM	BPAC	Superior Public Library	Thurs, Nov 4	2:00 PM	BPAC	MnDOT
Tue, May 18	1:30 PM	TAC	WisDOT	<i>No other Board or committee meeting during November</i>			
Wed, May 19	TBD	MIC	Northwood Tech				
June				December			
Wed, June 2	9:00 AM	HTAC	Lake Superior College	Wed, Dec 1	9:00 AM	HTAC	Inn on Lake Superior
Tue, June 15	1:30 PM	TAC	MnDOT	Tue, Dec 7	1:30 PM	TAC	MnDOT
Wed, June 16	TBD	MIC	Proctor City Hall	Wed, Dec 8	TBD	MIC	TBD
*Dates and locations are occasionally subject to change - please check your meeting notice to confirm							
MIC = Metropolitan Interstate Council Policy Board TAC = Transportation Advisory Committee							
HTAC = Harbor Technical Advisory Committee BPAC = Bicycle & Pedestrian Advisory Committee							

2028 Meeting Calendar

Day/Date	Time	Group	Location	Day/Date	Time	Group	Location
January				July	<i>Mid-Year Review/date subject to change</i>		
Tue, Jan 18	1:30 PM	TAC		Wed, July 12			WisDOT In Person or Virtual
Wed, Jan 19	TBD	MIC		<i>No Board or committee meetings during July</i>			
February				August			
Thurs, Feb 3	2:30 PM	BPAC		Thurs, Aug 3	2:30 PM	BPAC	
Tue, Feb 15	1:30 PM	TAC		Tue, Aug 15	1:30 PM	TAC	
Wed, Feb 16	TBD	MIC		Wed, Aug 16	TBD	MIC	
March				September			
Wed, Mar 1	9:00 AM	HTAC		Wed, Sept 6	9:00 AM	HTAC	
Tue, Mar 14	1:30 PM	TAC		Tue, Sept 19	1:30 PM	TAC	
Wed, Mar 15	TBD	MIC		Wed, Sept 20	TBD	MIC	
April				October			
Tue, Apr 18	1:30 PM	TAC		Tue, Oct 17	1:30 PM	TAC	
Wed, Apr 19	TBD	MIC		Wed, Oct 18	TBD	MIC	
May				November			
Thurs, May 4	2:30 PM	BPAC		Thurs, Nov 2	2:30 PM	BPAC	
Tue, May 16	1:30 PM	TAC		<i>No other Board or committee meeting during November</i>			
Wed, May 17	TBD	MIC					
June				December			
Wed, June 7	9:00 AM	HTAC		Wed, Dec 6	9:00 AM	HTAC	
Tue, June 20	1:30 PM	TAC		Tue, Dec 12	1:30 PM	TAC	
Wed, June 21	TBD	MIC		Wed, Dec 13	TBD	MIC	
*Dates and locations are occasionally subject to change - please check your meeting notice to confirm							
MIC = Metropolitan Interstate Council Policy Board TAC = Transportation Advisory Committee							
HTAC = Harbor Technical Advisory Committee BPAC = Bicycle & Pedestrian Advisory Committee							