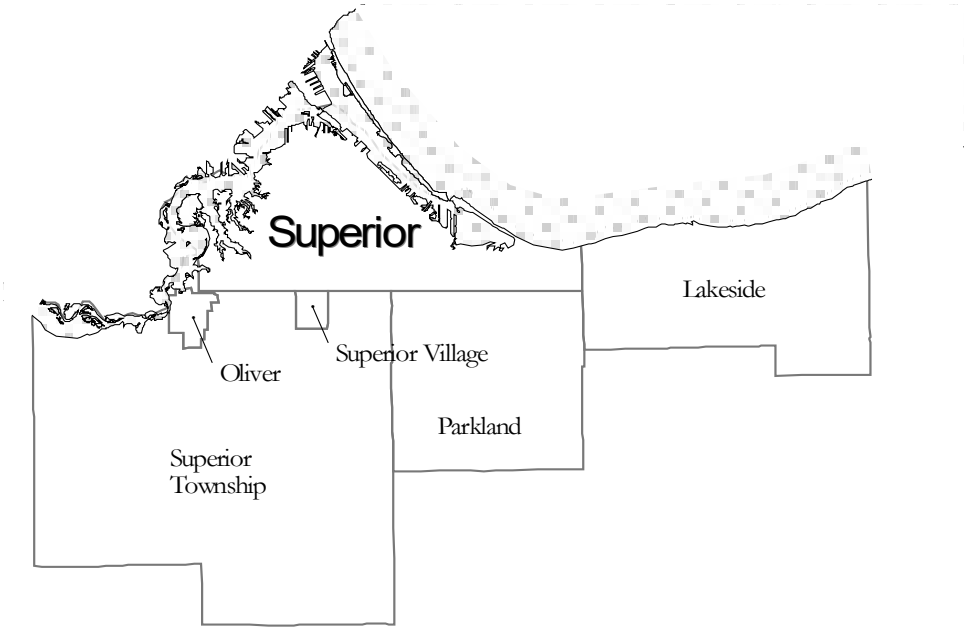
2027-2030 Transportation Improvement Program

For the Superior MPO Area



Approved on October 21, 2026

Prepared by the
Metropolitan Interstate Council

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

2027-2030
Transportation Improvement Program for the Superior MPO Area

Prepared by the

U.S. Department of Transportation
Federal Transit Administration

U.S. Department of Transportation
Federal Highway Administration

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

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

DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

Member and Staff Listing – October 2026

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Map Disclaimer

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

Chapter 1: Introduction

Overview

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

The Metropolitan Interstate Council (MIC), the body responsible for making transportation policy decisions and for directing the transportation planning and development function within the Duluth/Superior MPO area, has prepared and adopted a TIP each year since 1976. The TIP effort is conducted in order to specify a coordinated, multi-modal transportation program that includes a full range of transportation improvements being considered during the 2027-2030 process.

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

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

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

Metropolitan Planning Organizations

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

Within the Duluth-Superior Metropolitan Area, the MIC policy board is the MPO. It is the policy of the MIC that all transportation related planning is carried out through the 3-C planning process as indicated in this memorandum and other documents.

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

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

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

Consideration of the planning factors by the MIC is reflected in a number of adopted planning documents as well as current and proposed work activities being undertaken by the MIC and the implementing agencies in the MIC planning area. The MIC's Metropolitan Transportation Plan (long-range plan), serves as a guide to decision-makers in their effort to meet the challenge of preserving and expanding an intermodal transportation system. The study is comprehensive in

nature, examining the existing and future conditions for all modes in the transportation system, as well as encompassing all the metropolitan jurisdictions.

Duluth-Superior Metropolitan Interstate Council

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

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

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

Metropolitan Transportation Plan (MTP)

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

Chapter 2: Self Certification

Certification

Transportation Planning Process

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

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

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 11101(e) of the Infrastructure Investment and Jobs Act (Public Law No: 117-58) 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 sex; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

Furthermore, the MPO certifies that the TIP contains only projects that are consistent with the MTP for the MPO area.

Chapter 3: Transportation Planning Process

Overview

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

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

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

Performance Measures & Asset Management

Introduction

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

The Duluth-Superior Metropolitan Interstate Council will utilize its planning and programming of projects to contribute to the accomplishments of localized and statewide safety performance targets. The approach at this time is to adopt and contribute toward the statewide targets for safety, pavement, bridge, reliability, and freight that WisDOT adopts. This approach seems the most appropriate at this time as setting targets for the Duluth-Superior Urban Area would be difficult and burdensome. The Duluth Transit Authority (DTA) has adopted its own transit asset management plan and targets, instead of state targets. The MIC has adopted the transit targets set by DTA. MIC performance based planning information can be found at http://dsmic.org/study/performance-measures/.

23 USC 150(b): National Performance Measures

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

49 USC 625 and 23 CFR 490: National Performance Measures

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

- Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index

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

PM 1 – Safety

For the Wisconsin portion of the MIC area, the MIC Board approved Resolution #26-02 on January 21, 2026, adopting the WisDOT recommended Highway Safety Improvement Program (HSIP) Performance Measure Targets for 2026 as follows.

Measure	2026 Targets	Prior Year 2025 Targets
Number of Traffic Fatalities	587.0	579.8
Number of Serious Injuries	3,163.0	3,082.1
Rate of Traffic Fatalities	0.911 per 100 million VMT *(Vehicle Miles Traveled)*	0.904 per 100 million VMT *(Vehicle Miles Traveled)*
Rate of Serious Injuries	4.902 per 100 million VMT *(Vehicle Miles Traveled)*	4.808 per 100 million VMT *(Vehicle Miles Traveled)*
Number of Non-Motorized Fatalities & Serious Injuries	392.4	380.8

PM 2 – NHS Pavement and Bridge Condition

For the Wisconsin portion of the MIC area, the MIC Board passed Resolution #23-14 on May 17, 2023 adopting the WisDOT recommended PM 2 NHS Pavement and Bridge Condition Performance Targets. As a result, the following 2- and 4-year targets are made part of the 2027-2030 TIP. Based on 2026 coordination and consultation with WisDOT and its available data, the following 2- and 4-year targets are made part of the 2027-2030 TIP. Future updates will be incorporated as WisDOT targets are developed or updated.

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

**NHS = National Highway System*

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

For the Wisconsin portion of the MIC area, the MIC Board passed Resolution #23-14 on May 17, 2023 adopting the Wisconsin recommended PM 3 System Reliability Performance Targets. As a result, the following 2- and 4-year targets are made part of the 2025-2028 TIP. Based on 2026 coordination and consultation with WisDOT and its available data, the following 2- and 4-year targets are made part of the 2027-2030 TIP. Future updates will be incorporated as WisDOT targets are developed or updated.

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

**NHS = National Highway System*

Transit Asset Management Targets

The MIC Board originally passed Resolution #18-18 on September 19, 2018 adopting the DTA's Transit Asset Management (TAM) targets for CY 2019. Since that time, the DTA and the MIC annually review TAM and target data. Based on 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	Targets
Rolling Stock	<10% of Fixed Route Vehicles and <20% of Paratransit vehicles have reach their useful life
Equipment	<35% of equipment (i.e. service vehicles) met or exceeded useful life benchmarks
Passenger/Parking Facility	<10% of Passenger/Parking facilities have a condition rating below 3 based on FTA's TERM scale
Administrative / Maintenance Facility	0% of Administrative/Maintenance Facilities have a condition rating below 3.

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 toward the TAM targets.

Rolling Stock (Revenue Vehicles)

In 2025, the DTA replaced nine of the fixed-route buses and five paratransit buses. Two additional electric buses were added in early 2026. An additional paratransit replacement bus is being added and seven 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 the DTA have safe and efficient vehicles for employees to use for 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

Major challenges include funding availability and Duluth's harsh environment. Funding for vehicles is granted by MnDOT. Availability and awards vary from year to year and relies heavily on federal funding sources. The DTA also deals with an atypical environment of long, harsh winters and steep roadways. The hills and snow/salt have a negative impact on the condition of the vehicles and can have increased maintenance needs.

Supply chain issues have also been a huge problem. The time for delivery on vehicles is several months after an order is submitted. This causes a huge lag between the time funding becomes available and when the replacement buses arrive. This means we are operating service with buses past their useful life and spending more on ongoing maintenance.

Public Transportation Agency Safety Plan (PTASP)

The Public Transportation Agency Safety Plan (PTASP) regulation requires covered public transportation providers and state DOTs to establish safety performance targets to address the safety performance measures identified in the National Public Transportation Safety Plan. 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 the PTASP targets are incorporated into the 2027-2030 Superior TIP.

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

Anticipated Effect – 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. The following is a brief discussion of the anticipated effect of the projects in the TIP on the performance measure targets.

Transit Asset Management (TAM) Targets

The Superior Area TIP transit projects are anticipated to contribute positively to the TAM targets. To meet these 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 Superior Area TIP transit projects are anticipated to contribute positively to the PTASP targets. To meet the 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 fare paying options and the associated technology to reduce time it takes to collect fares when passengers board the buses.

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

Chapter 4: 2027-2030 Transportation Improvement Program for the Superior MPO Area

The 2027-2030 Transportation Improvement Program (TIP) lists priority transportation projects programmed for implementation in the Superior Urban Planning area. All transportation projects programmed to use Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funds must first be included in an approved TIP prepared by the Duluth-Superior Metropolitan Interstate Council (MIC). Amendment processes will adhere to guidance language prepared by FHWA and WisDOT and included in the MIC Public Involvement Plan as represented in the appendix. Additionally, the Duluth-Superior MIC, WisDOT and the Duluth Transit Authority hereby agree to the following procedures in advancing projects from the approved TIP for federal funding commitment.

Expedited Project Selection Procedures

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

Projects in the 2027-2030 TIP are listed on the following pages of Chapter Four. Projects were solicited from representative units of government in the MPO area, the Duluth Transit Authority, and Wisconsin Department of Transportation and are found to be consistent with the findings of the Duluth/Superior MTP. WisDOT relies on the public involvement process conducted by the MPO in the development of their TIP to satisfy the Federal Transit Administration program and planning requirements as established for the Section 5307/5309 programs. The *Annual List of Obligated Projects* can be found at www.dsmic.org.

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

only state or local identified funds, and later will include federal funds, an amendment process must be completed.

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

2027-2030 TRANSPORTATION IMPROVEMENT PROJECTS (ROADWAY)

		Estimated Cost ($1,000)					Funding Source and Cost Share			
		2027	2028	2029	2030	Illustrative	Federal	State	Local	Total
WisDOT 113-23-011										
Local Street - Marina Drive	PE									
Marina Drive N to Barkers Island	ROW									
0.14 miles STBG-U	CONST	4,645					3,369		1,276	4,645
Total Improvement Project Cost (nearest $)										
$2,227,929 8998-00-62	TOTAL	4,645					3,369		1,276	4,645
WisDOT 113-24-001										
USH 2 Superior-Wentworth	PE									
53rd Ave E to CTH C, Pavement Resurfacing	ROW									
6.52 miles NHPP	CONST		20,564				16,451	4,113		20,564
Multi-Year Project Total Improvement Cost										
(nearest $) $22,489,066 1180-00-60	TOTAL		20,564				16,451	4,113		20,564
City of Superior 113-25-002										
N 21st Street	PE									
Hammond Ave to Caitlin Ave	ROW									
Resurfacing	CONST	704					359		345	704
LRIP/MSID										
	TOTAL	704					359		345	704
WisDOT 113-25-004										
STH 13, NW Region, Thin Polymer Deck	PE									
Overlays, Various Locations B-16-0053	ROW									
T. Lakeside, Bridge Preventative - STBG	CONST		56.6				45.3	11.3		56.6
Total Improvement Project Costs (nearest $)										
$707,296 **Partially w/in boundary 8590-02-73	TOTAL		56.6				45.3	11.3		56.6
WisDOT 113-25-005										
USH 53, Solon Springs - Superior	PE	328						328		328
B-16-0012 C. Superior	ROW									
0.0 miles Bridge Rehab NHPP	CONST									
Total Improvement Project Costs (nearest $)										
$4,433,068 **Partially w/in boundary1195-00-12	TOTAL	328						328		2328

		Estimated Cost ($1,000)					Funding Source and Cost Share			
		2027	2028	2029	2030	Illustrative	Federal	State	Local	Total
WisDOT 113-25-006										
USH 53, NW Region, Deck Sealing	PE									
B-16-0012 C. Superior & B-16-0024 T. Parkland	ROW									
0.0 miles Bridge Rehab NHPP	CONST		15.4				12.4	3		15.4
Total Improvement Project Costs (nearest $)										
$768,253 **Partially w/in boundary1190-03-77	TOTAL		15.4				12.4	3		15.4
WisDOT 113-25-025	PE									
STH 35 CTH B S to 69th St.	ROW									
(9.0 miles) Cold in place	CONST		9,071				7,257	1,814		9,071
Recycling paving STBG										
Total Improvement Project Costs (nearest $)	TOTAL									
$10,030,186 8010-00-77			9,071				7,257	1,814		9,071
WisDOT 113-25-033										
USH 2 – Off Roadway	PE									
Superior to Wentworth, Safety Rest Area 23	ROW									
New Maintenance Garage, 0.0 miles State Funding/Roadside Facilities	CONST		669					669		
Total Improvement Cost (nearest $) $772,000										
1180-00-87	TOTAL		669					669		
WisDOT 113-25-037										
IH535 Superior-Duluth St Louis River Br	PE									
B16-0001-0005 to 0005	ROW									
0.0 miles, Water Main	CONST	494							494	494
Total Improvements Cost (nearest $)										
$410,096,425 1199-00-80	TOTAL	494							494	494
WisDOT 113-25-053										
IH 535 St. Louis River Bridge Phase III	PE									
B-16-0005-0001 to 0005 (0.0 miles)	ROW									
Sanitary Sewer State Bond Funds	CONST	150						150		150
Total Improvement Project Costs (nearest $)										
$410,096,125 1199-00-42	TOTAL	150						150		150
WisDOT 113-27-001										
STH 13	PE	10					8	2		10
NW Region, Bridge Painting, Various Locations	ROW									
T. Lakeside Bridge B-16-0053 0.0 miles Bridge Rehab STBG	CONST									

		Estimated Cost ($1,000)					Funding Source and Cost Share			
		2027	2028	2029	2030	Illustrative	Federal	State	Local	Total
Total Improvement Costs (nearest $1) $378,000										
**Partially w/in boundary 1000-28-33	TOTAL	10					8	2		10
WisDOT 113-27-002										
USH 53	PE	48					38	10		48
B-16-0010 & B-16-0011	ROW									
0.0 miles Bridge Rehab/NHPP	CONST									
Total Improvement Costs (nearest $1) $928,000										
1195-01-08	TOTAL	48					38	10		48
WisDOT 113-27-003										
STH 35	PE									
64th Street to Belknap Street	ROW		56.6					56.6		56.6
0.0 miles State Funding	CONST									
Total Improvement Costs (nearest $1)										
$15,370,523 8010-00-23	TOTAL		56.6					56.6		56.6
WisDOT 113-27-004										
USH 53	PE									
Joint Replacement B-16-0012	ROW									
0.0 miles Bridge Rehab/NHPP	CONST				1,419		1,135	284		1,419
Total Improvement Costs (nearest $1) $4,820,075										
** Partially w/in boundary 1195-00-82	TOTAL				1,419		1,135	284		1,419
WisDOT 113-27-005										
Various Locations STH 13 T. Lakeside B-16-	PE									
0052 and STH 105 C. Superior B-16-0143	ROW									
Thin Polymer Deck Overlays STBG	CONST				76.1		60.9	15.2		76.1
Total Improvement Costs (nearest $1) $1,173,241										
** Partially w/in boundary 8510-00-77	TOTAL				76.1		60.9	15.2		76.1
Douglas County 113-27-006										
CTH E	PE									
City Limits to Cutter Road	ROW									
Rehabilitation Project	CONST		823.4						823.4	823.4
Mill, Rubbleize and Paving 1.73 miles										
33130-28-010	TOTAL		823.4						823.4	823.4

2027-2030 TRANSPORTATION IMPROVEMENT PROJECTS (RAIL)

		Estimated Cost ($1,000)					Funding Source and Cost Share			
		2027	2028	2029	2030	Illustrative	Federal	State	Local	Total
OCR 113-24-002	PE									
Rail-Highway Crossing Safety Level of Effort	ROW									
Projects	CONST	100					100			100
Safety										
	TOTAL	100					100			100
WisDOT 113-24-003	PE									
Rail-Highway Crossing Safety Level of Effort	ROW									
Projects	CONST	100					100			100
Safety										
	TOTAL	100					100			100
OCR 113-25-018	PE									
Rail-Highway Crossing Safety Level of Effort	ROW									
Projects	CONST		100				100			100
Safety										
	TOTAL		100				100			100
WisDOT 113-25-019	PE									
Rail-Highway Crossing Safety Level of Effort	ROW									
Projects	CONST		100				100			100
Safety										
	TOTAL		100				100			100
WisDOT 113-25-007	PE									
STH 35	ROW									
Soo Line RR Xing 691643B / MP 279.59	CONST		52				41.6	10.4		52
0.0 miles Signals Total Improvement Project Cost (nearest $) $10,030,186 Safety										
8010-00-57	TOTAL		52				41.6	10.4		52
WisDOT 113-25-008	PE									
STH 35	ROW									
Soo Line RR Xing 691643B / MP 279.59	CONST		202.7				172.3		30.4	202.7
0.0 miles Surface Replacement Safety Total Improvement Project Cost (nearest $)										
$10,030,186 8010-00-58	TOTAL		202.7				172.3		30.4	202.7
WisDOT 113-25-038										
IH 535 – Detour Superior-Duluth	PE									

		Estimated Cost ($1,000)					Funding Source and Cost Share			
		2027	2028	2029	2030	Illustrative	Federal	State	Local	Total
Ogden Ave, UP RR XING 186174L	ROW									
Sidewalk Extension 0.0 miles Safety	CONST	30						30		30
Total Improvement Cost (nearest $) $410,096,125										
1199-00-52	TOTAL	30						30		30
WisDOT 113-25-039										
IH 535 – Detour Superior-Duluth	PE									
Winter Street, UP RR XING 186165M	ROW									
Surface/Sidewalk 0.0 miles Safety	CONST	242						24	218	242
Total Improvement Cost (nearest $) $410,096,125										
1199-00-53	TOTAL	242						24	218	242
WisDOT 113-25-043										
IH 535 – Detour Superior-Duluth	PE									
NP Railroad Road, BNSF RR XING 082644C	ROW									
Surface 0.0 miles Safety	CONST	252						126	126	252
Total Improvement Cost (nearest $) $410,096,125										
1199-00-58	TOTAL	252						126	126	252
WisDOT 113-25-044										
IH 535 – Detour Superior-Duluth	PE									
Winter Street, BNSF RR XING 082644C,	ROW									
Signals 0.0 miles Safety	CONST	354						354		354
Total Improvement Cost (nearest $) $410,096,125										
1199-00-59	TOTAL	354						354		354
OCR 113-27-007										
	PE									
Rail-Highway Crossing Safety Level of Effort	ROW									
Projects	CONST			100			100			100
Safety										
	TOTAL			100			100			100
WisDOT 113-27-008										
	PE									
Rail-Highway Crossing Safety Level of Effort	ROW									
Projects	CONST			100			100			100
Safety										
	TOTAL			100			100			100
OCR 113-27-009										

		Estimated Cost ($1,000)					Funding Source and Cost Share			
		2027	2028	2029	2030	Illustrative	Federal	State	Local	Total
	PE									
Rail-Highway Crossing Safety Level of Effort	ROW									
Projects	CONST				100		100			100
Safety										
	TOTAL				100		100			100
WisDOT 113-27-010										
	PE									
Rail-Highway Crossing Safety Level of Effort	ROW									
Projects	CONST				100		100			100
Safety										
	TOTAL				100		100			100

2027–2030 TRANSPORTATION ALTERNATIVES PROJECTS

		Estimated Cost ($1,000)					Funding Source and Cost Share			
		2027	2028	2029	2030	Illustrative	Federal	State	Local	Total
	PE									
	ROW									
No projects identified	CONST									
	TOTAL									

2027–2030 TRANSIT PROJECTS (5307)

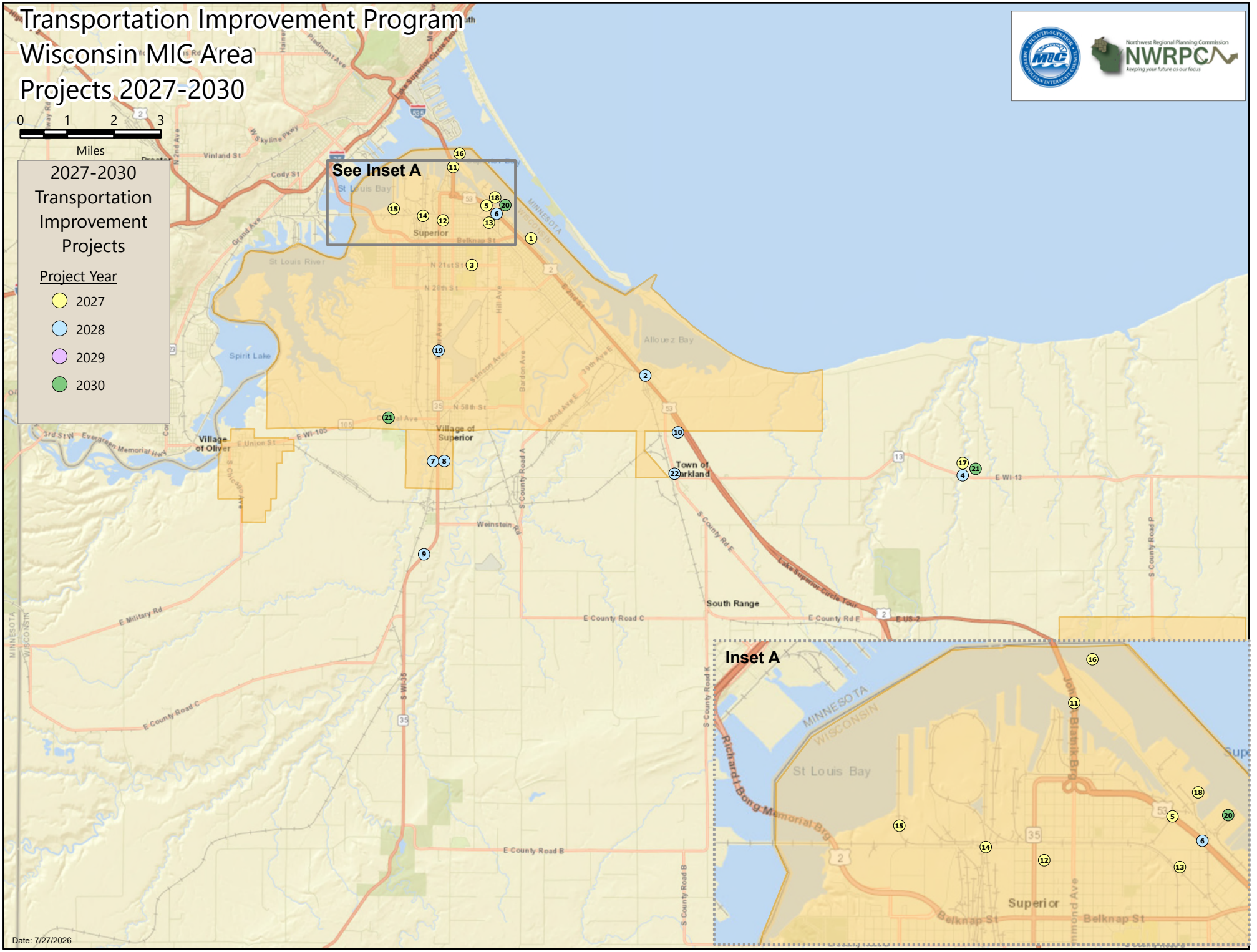
		Estimated Cost					Funding Source and Cost Share				
		2027	2028	2029	2030		Federal	State	Local	Fare Box	Total
DTA – 113-27-011											
Operating Assistance		2,931,829					1,050,072	541,264	1,263,600	76,893	2,931,829
Regular Route											
DTA – 113-27-012											
Operating Assistance		157,360					54,738	29,457	64,537	8,627	157,360
STRIDE											
DTA – 113-27-013											
Operating Assistance			3,080,842				1,102,575	568,327	1,326,780	83,159	3,080,842
Regular Route											
DTA – 113-27-014											
Operating Assistance			163,176				57,474	30,341	66,473	8,886	163,176
STRIDE											
DTA – 113-27-015											
Operating Assistance				3,234,884			1,157,704	596,744	1,393,119	83,316	3,234,884
Regular Route											
DTA – 113-27-016											
Operating Assistance				169,221			60,348	31,351	68,467	9,153	169,221
STRIDE											
DTA – 113-27-017											
Operating Assistance					3,392,264		1,215,589	626,581	1,462,775	91,682	3,392,264
Regular Route											
DTA – 113-27-018											
Operating Assistance – Stride					175,504		63,366	32,189	70,521	9,427	175,504

2027–2030 Transit Projects

Primary Jurisdiction Project Sponsor/ TIP Project ID	Project Description	2027 (Jan-Dec)				2028 (Jan-Dec)				2029 (Jan-Dec)				2030 (Jan-Dec)				ILLUSTRATIVE (Jan-Dec)			
		Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Project																					
Indian Trails – Intercity Bus Service	Service connecting Superior and Duluth to stops along USH 2 at various locations with connection to routes/stops located throughout Michigan.	No specific funds identified for this activity																			

2027-2030 Transit Projects (5310)

Primary Jurisdiction Project Sponsor/ TIP Project ID	. Project Description		2027 (Jan-Dec)				2028 (Jan-Dec)				2029 (Jan-Dec)				2030 (Jan-Dec)				ILLUSTRATIVE (Jan-Dec)			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Project																					
No projects currently identified																					


Transportation Improvement Program
Wisconsin MIC Area
Projects 2027-2030
0 1 2 3
Miles
2027-2030 Transportation Improvement Projects
Project Year
2027
2028
2029
2030
See Inset A
Inset A
Superior
Village of Superior
Village of Oliver
Town of Parkland
South Range
St Louis Bay
Spirit Lake
Allouez Bay
Richard I Bong Memorial Brg
Lake Superior Circle Tour
MINNESOTA
WISCONSIN
Date: 7/27/2026

2027-2030 Mapped TIP Projects

Map Label	TIP Project ID	Project Description	Project Year	Type of Cost	Primary Jurisdiction Sponsor	Project Type
1	113-23-011	Marina Drive: Marina Drive N to Barkers Island - reconstruction/bridge replacement	2027	Const	WisDOT	Road
2	113-24-001	USH 2: Superior to Wentworth: 53rd Ave. to CTH C - resurfacing 6.52 miles (Multi-year project)	2028	Const	WisDOT	Road
3	113-25-002	N 21st St.: Hammond Ave. to Caitlin Ave. - resurfacing	2027	Const	City of Superior	Road
4	113-25-004	STH 13: NW Region, thin polymer deck overlays B-16-0053 (T. Lakeside)	2028	Const	WisDOT	Road
5	113-25-005	USH 53: Solon Springs to Superior - bridge rehab B-16-0012 (C. Superior)	2027	PE	WisDOT	Road
6	113-25-006	USH 53: NW Region, deck sealing - bridge rehab B-16-0012 (C. Superior) & B-16-0024 (T. Parkland)	2028	Const	WisDOT	Road
7	113-25-007	STH 35: Soo Line RR x-ing 691643/MP 279.59 - signals	2028	Const	WisDOT	Rail
8	113-25-008	STH 35: Soo Line RR x-ing 691643/MP 279.59 - surface replacement	2028	Const	WisDOT	Rail
9	113-25-025	STH 35: CTH B to 69th St.; Cold in place recycling paving STBG (9.0 miles)	2028	Const	WisDOT	Road
10	113-25-033	USH 2: Off Roadway Superior-Wentworth Safety Rest Area 23 - New Maintenance Garage	2028	Const	WisDOT	Road
11	113-25-037	IH 535: Superior Duluth St. Louis Bridge-B-16-0005-0001 to 0005; Water main	2027	Const	WisDOT	Road
12	113-25-038	IH 535 Detour Superior-Duluth: Ogden Ave. UP RR Crossing 186174L-Sidewalk extension	2027	Const	WisDOT	Road
13	113-25-039	IH 535 Detour Superior-Duluth: Winter St. UP RR Crossing 186165M-Sidewalk extension	2027	Const	WisDOT	Road
14	113-25-043	IH 535 Detour Superior-Duluth: Winter St. BNSF RR Crossing 061462H, 086562J, 085931A-Surface	2027	Const	WisDOT	Road
15	113-25-044	IH 535 Detour Superior-Duluth: NP Railroad Road- BNSF railroad crossing 082644C-Surface	2027	Const	WisDOT	Road
16	113-25-053	IH 535: St. Louis River Bridge Phase III(B-16-0005-0001 to 0005) Sanitary Sewer State Bond Funds	2027	Const	WisDOT	Road
17	113-27-001	STH 13: Town of Lakeside bridge (B-16-0053); Bridge painting- Bridge Rehab STBG	2027	PE	WisDOT	Road
18	113-27-002	USH 53: B16-0010 & 16-0011; Bridge Rehab	2027	PE	WisDOT	Road
19	113-27-003	STH 35: 64th St. to Belknap St.	2028	ROW	WisDOT	Road
20	113-27-004	USH 53: Joint replacement B-16-0012 Bridge rehab/NHPP	2030	Const	WisDOT	Road
21	113-27-005	Various Locations: STH 13 B-16-0052 & STH 105 B16-0143; Thin polymer deck overlays STBG	2030	Const	WisDOT	Road
21	113-27-005	Various Locations: STH 13 B-16-0052 & STH 105 B16-0143; Thin polymer deck overlays STBG	2030	Const	WisDOT	Road
22	113-27-006	CTH E: City Limits to Cutter Rd.; Rehab project- Mill, Rubbleize, & paving 1.73 miles	2028	Const	WisDOT	Road

2027-2030 Non-Mapped TIP Projects

TIP Project ID	Project Description	Project Year	Type of Cost	Primary Jurisdiction Sponsor	Project Type
113-24-002	Rail-Highway Crossing Safety Level of Effort	2027	Const	OCR	Rail
113-24-003	Rail-Highway Crossing Safety Level of Effort	2027	Const	WisDOT	Rail
113-25-018	Rail-Highway Crossing Safety Level of Effort	2028	Const	OCR	Rail
113-25-019	Rail-Highway Crossing Safety Level of Effort	2028	Const	WisDOT	Rail
113-26-007	Rail-Highway Crossing Safety Level of Effort	2029	Const	OCR	Rail
113-26-008	Rail-Highway Crossing Safety Level of Effort	2029	Const	WisDOT	Rail
113-26-009	Rail-Highway Crossing Safety Level of Effort	2030	Const	OCR	Rail
113-26-010	Rail-Highway Crossing Safety Level of Effort	2030	Const	WisDOT	Rail

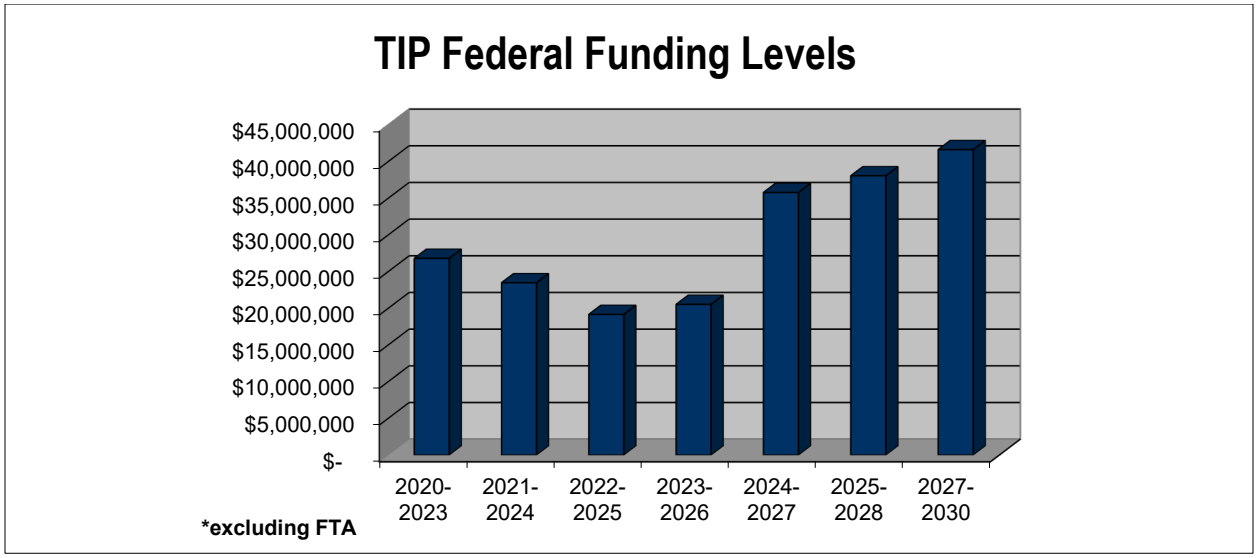
2027-2030 Non-Mapped Transit Projects (5307)

113-27-011	Operating Assistance - Regular Route	2027	Transit	DTA	Transit
113-27-012	Operating Assistance - STRIDE	2027	Transit	DTA	Transit
113-27-013	Operating Assistance - Regular Route	2028	Transit	DTA	Transit
113-27-014	Operating Assistance - STRIDE	2028	Transit	DTA	Transit
113-27-015	Operating Assistance - Regular Route	2028	Transit	DTA	Transit
113-27-016	Operating Assistance - STRIDE	2029	Transit	DTA	Transit
113-27-017	Operating Assistance - Regular Route	2029	Transit	DTA	Transit
113-27-018	Operating Assistance - STRIDE	2030	Transit	DTA	Transit

Chapter 5: Financial Capability & Constraint

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

Historically, federal funding has consistently been available for transportation improvements within the Superior MPO area and these funds have been matched with local or state funds to meet required federal match thresholds. The figure below illustrates federal funding commitments made to the MPO area over identified TIP cycles. *The table below does not include funding commitment(s) to the Blatnik Bridge replacement project in order to allow for historical expenditure representation. Additionally, funding levels for 2026-2029 are not available as a 2026-2029 TIP was not developed, rather the 2025-2028 TIP was amended during CY 2026.*



Assessment of Fiscal Constraints

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

Table 5.1 provides annual average revenue levels for the Superior Area jurisdictions based on the expenditures for years 2022-2025. The O&M column represents all roadway expenditures short

of any major rehabilitation (including seal coating, street lighting, snow removal, etc.), while capital outlay represents expenditures related to the rehabilitation or construction of roads.

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

Jurisdictions	2022		2023		2024		2025		Annual Average	
	O&M	Capital Outlay	O&M	Capital Outlay	O&M	Capital Outlay	O&M	Capital Outlay	O&M	Capital Outlay
WisDOT NW Region	0.5	230	0.5	370	0.6	222.1	0.7	204	0.575	256.525
City of Superior	4.9	2.9	5.0	2.9	5.2	7.8	5.5	6.0	5.15	4.9
Douglas County	5.3	1.5	6.7	3.6	5.2	4.0	7.7	3.4	6.225	3.125
TOTAL	$10.7	$234.4	$12.2	$376.5	$11.0	$233.9	13.9	$213.4	$11.95	$264.55

Table 5.2 represents the O&M and Capital Outlay annual average 4-year revenues as noted in Table 5.1, as compared against the 2027-2030 TIP project costs in Table 5.2, show project costs in the 2027-2030 TIP do not exceed the revenue levels expected for capital outlay and operations and maintenance, and that jurisdictions will also continue to have the financial capability to carry out general system maintenance beyond the funds directed to those TIP projects.

Table 5.2: Total Project Costs: 2027-2030 Superior Area TIP (millions of dollars)

					Expenses	Revenue	
Jurisdiction	2027	2028	2029	2030	2027-2030 (4yr total)	Avg. Expend. (4 years)	
						O&M	Capital Outlay*
WisDOT NW Region	6.743	31.490	.200	1.695	40.128	0.575	256.525
City of Superior	.704	0	0	0	.704	5.15	4.9
Douglas County	0	.823	0	0	.823	6.225	3.125
TOTAL	$7.447	$32.313	$.200	$1.695	$41.655	$11.95	$264.55

The Superior area is allocated STP Urban funds (Table 5.3). These federal funds are allocated on a two-year cycle and require a 20 percent local match. Even though the STP Urban allocation guarantees funding, proposed projects must go through the MIC for inclusion of expenditures in the TIP and a formal funding request must be made to WisDOT by the jurisdiction(s) seeking funding. STP Urban funding levels available are estimated to be nearly $3,114,645 (FFY 2027 – FFY 2031).

Table 5.3 - Superior STP Urban Funding Estimates

Fiscal Year July-June	2027	2028	2029	2030	2031
Total Funds Available	$622,929	$622,929	$622,929	$622,929	$622,929

The Superior MPO area is part of WisDOT's Northwest Region. The Northwest Region comprises 20 counties in northern Wisconsin. Improvement projects proposed within the Superior MPO area compete at the region and state level for funding consideration. Selected projects identified in the TIP have been approved using federal and state funding assistance. Table 5.4 represents funding availability for implementation of projects during all years. Project development in 2027 is determined to be fiscally constrained. Inflationary projections for cost and revenue in years 2028-2030 have been incorporated into the project totals by the following compounded rates: 2028 2.93%; 2029 5.72%; and 2030 8.73%.

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

	2027	2028	2029	2030
Federal Expenses	3,974	24,888.1	211.4	1,517.8

* Funds represented in Thousands

Table 5.5 represents the Superior area's financial plan for funding available in the Superior-Duluth area for transit projects listed in the 2027-2030 Superior Area TIP. The table identifies specific sources of funding determined to be reasonably expected and available during the next four years.

Table 5.5: Transit Funding Plan: 2027-2030 Superior Area TIP

Source	2027	2028	2029	2030	4 yr Total
FTA	$1,104,810	$1,160,049	$1,218,052	$1,278,955	$4,761,866
FHWA	$0	$0	$0	$0	$0
Federal Total	$1,104,810	$1,160,049	$1,218,052	$1,278,955	$4,761,866
Other (state/local/fare)	$1,984,378	$2,083,966	$2,186,150	$2,293,175	$8,547,669
TOTALS	$3,089,188	$3,244,015	$3,404,202	$3,572,130	$13,309,535

The MIC has assessed the ability of the DTA to meet their financial commitments with regards to the transit investments being programmed in the TIP while also continuing to fund their ongoing O&M. Table 5.6 shows the DTA's average annual funding levels based on historical expenditures using National Transit Database from 2021-2024. Table 5.7 shows the DTA's total expenditures by project source and year. It should be noted that Capital Outlay varies from year to year based on future purchases of rolling stock and other capital equipment as DTA may be building up funds committed to future capital purchases that will be realized in out years.

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

Expenditure	2021	2022	2023	2024	Annual Avg.
Operations	$18.9	$21.3	$21.4	$22.6	$21.05
Capital Outlay	$1.4	$.476	$5.3	$2.2	$2.3
TOTAL	$20.3	$21.776	$26.7	$24.8	$23.4

Table 5.7: Total Transit Costs by Project Type: 2027-2030 Superior Area TIP (millions of dollars)

					Expenses	Revenue
Source	**2027**	**2028**	**2029**	**2030**	**2027-2030 TIP (4 yr totals)**	**Avg (annually)**
O&M	$3.01	$3.24	$3.4	$3.5	$13.15	$3.28
Capital Outlay	$0	$0	$0	$0	$0	$0
TOTAL	$2.162	$3.072	$2.384	$2.503	$10.121	$2.530

Table 5.8 represents the approved funded projects programmed for development. Pertaining to the Federal Highway Administration funding, inflationary projections for costs and revenue for years 2028-2030 have been increased by the following compounded rates: 2028 2.93%; 2029 5.72%; and 2030 8.73%. The four-year totals indicate estimated funding is reasonably expected to be available in comparison to programmed expenditures for the 2027-2030 TIP. There are a few instances where programmed funding appears to exceed estimated available funding when comparing amounts from year to year. There are also instances where projects have been selected and programmed in the previous TIP but have not required additional funding (such as transit capital projects). This could be attributed to larger projects, such as freeway reconstruction projects, programmed by WisDOT in the four years of the TIP that can be authorized using Advance Construction allowance from FHWA or funded through alternate funding sources not indicated within the fiscal constrain report. Additionally, the years in the TIP represent calendar years but the State fiscal year runs from July 1 of a year to June 30 of the following year. Depending on what proportion of available Federal funding is scheduled in the two halves of the State fiscal year, it could appear that more funding is being scheduled for obligation than what is estimated for a particular calendar year.

Table 5.8
Programmed and Available Federal Funding for the 2027-2030 TIP
($1,000)

Funding Sources		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2027	2028	2029	2030	Total	2027	2028	2029	2030	Total
Federal Highway Administration	NEVI										
	LRIP-MSIGT	359				359	359				359
	LRIP-MSID										
	STBG	8	7,516.3		66.2	7,590.5	8	7,516.3		66.2	7,590.5
	Protect										
	STBG-U	3,369				3,369	3,369				3,369
	SAFETY	200	426	211.4	217.5	1,054.9	200	426	211.4	217.5	1,054.9
	BR										
	NHS										
	CRP										
	NHHP	38	16,945.8		1,234.1	18,217.9	38	16,945.8		1,234.1	18,217.9
	Total	3,974	24,888.1	211.4	1,517.8	30,591.3	3,974	24,888.1	211.4	1,517.8	30,591.3
Federal Transit Administration	Sec. 5307 Operating	1,104.8	1,160	1,218	1,279	4,761.8	1,104.8	1,160	1,218	1,279	4,761.8
	Sec. 5307 Capital										
	5310										
	Total	1,104.8	1,160	1,218	1,279	4,761.8	1,104.8	1,160	1,218	1,279	4,761.8

See previous page narrative regarding Table 5.8 for inflationary factors on fiscal constraint.

Chapter 6: Project Status Updates 2025-2028

The following is a status update on projects listed in the 2025-2028 TIP. Information for this section is up-to-date as of August 2026. Some projects have realized budget changes. These changes have not been reflected in the Estimated Costs columns, but are noted in the Project Status column. For more detailed project status information, contact the sponsoring agency. The *Annual List of Obligated Projects* can be found at www.dsmic.org.

PROJECT STATUS UPDATES 2025-2028

2025 Roadway Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-21-001	Hammond Avenue N21st St to N28th St Reconstruction 0.50 miles 8998-00-36	PE ROW CONST TOTAL	1,376 1,376		3,523 3,523	4,899 4,899	Construction completed
WisDOT 113-21-002	USH 53/East 2nd Street 2nd Ave E to Hughitt Ave/Blatnik Bridge Resurface NPP 1198-03-73	PE ROW CONST TOTAL	2,752 2,752	688 688	174 174	3,614 3,614	Construction completed
WisDOT 113-21-011	USH 53/East 2nd Street E Street Intersection Safety Improvements HSIP 1198-03-80	PE ROW CONST TOTAL	1,202 1,202	140 140		1,342 1,342	Construction completed
WisDOT 113-22-002	USH 2 Superior to Wentworth STH 13-Bridge Rehab B-16-0024 Deck Overlay, Joint Replacement 1195-03-70 NHPP/Fed/St	PE ROW CONST TOTAL	758 758	189 189		947 947	Advanced to 2026 construction and anticipated to be completed in 2026
City of Superior 113-23-004	East 5th Street 24th Ave E to 31st Ave E Reconstruction LRIP MSIGT MSSIS	PE ROW CONST TOTAL	1,341 1,341		959 959	2,300 2,300	Project carried over to 2026 and to be completed by end of 2026
WisDOT 113-24-020	USH 2 – Bong Bridge Zone Painting B16-0038-0013 0 miles WisDOT / MnDOT share 8680-00-74	PE ROW CONST TOTAL	1,601 1,601	1,031 1,031	2,945 2,945	5,577 5,577	Project delayed to 2026 and anticipated to be completed in 2026.

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-25-005	USH 53 Solon Springs – Superior B-16-0012 C. Superior 0.0 Miles Bridge Rehab NHPP Total Improvement Project Costs (nearest $) $1,598,000 ** partially w/n boundary 1195-00-12	PE ROW CONST TOTAL	16.5 16.5	4.1 4.1		20.6 20.6	Project deferred to 2027. New funding amounts $328 all state funded. TIPC now $4,433,068
WisDOT 113-25-024	IH 535 St. Louis River Bridge Phase I & II B-16-0005-0001 to 0005 (0.0 miles) Sanitary Sewer State Bond Funds. Total Improvement Project Costs (nearest $) $410,096,125 1199-00-41 Project reduced from $1,400,000 to $435,000 1/21/2026	PE ROW CONST TOTAL		 435 435		 435 435	Authorized/Allocated in 2025.
WisDOT 113-25-027	IH 535 St. Louis River Bridge B-16-0005-0001 to 0005 0.0 miles Real Estate Acquisition Total Improvement Project Costs (nearest $) $410,096,125 1199-00-20	PE ROW CONST TOTAL		 30,900 30,900		 30,900 30,900	Authorized/Allocated in 2025. New funding amount $41,500 state
WisDOT 113-25-032	USH 2 Off-Roadway Superior to Wentworth, Safety Rest Area 23, New Maintenance Garage, 0.0 miles Total Improvement Cost (nearest $) $750,000 1180-00-17	PE ROW CONST TOTAL		100 100		100 100	Completed in 2025. New funding amount $128 state. TPIC now $778

2026 Roadway Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-23-016	STH 105 Culvert Replacement on unnamed tributary to Pokegama River 0.0miles Total Improvement Project Cost (nearest $) $3,480,447 8760-00-72	PE ROW CONST TOTAL	 2,746 2,746	 687 687		 3,433 3,433	On schedule for completion in 2026

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-24-021	IH 535 Blatnik Bridge Const B16-0005 to 0001 Reimbursement to MnDOT 0 miles 100% WisDOT Bond funding Total Improvement Project Costs (nearest $) $410,096,125 1199-00-77	PE ROW CONST TOTAL		346,000 346,000		346,000 346,000	Authorized/Allocated for 2026. New funding amounts $204,311 state
WisDOT 113-24-024	IH 535 Blatnik Bridge Replacement Prelim Eng B16-0005-0001 to 0001 0 miles 53% WisDOT Bond 47% Mn Total Improvement Project Costs (nearest $) $410,096,125 1199-00-12	PE ROW CONST TOTAL		2,491 2,491	2,209 2,209	4,700 4,700	Authorized/Allocated for 2026. New funding amount $7,200 with $3,892 state and 3,308 local
City of Superior 113-25-001	N 21st Street Hammond Ave to Catlin Ave Resurfacing LRIP/MSID	PE ROW CONST TOTAL			15 15	15 15	On schedule for completion in 2026
City of Superior 113-25-002	N 21st Street Hammond Ave to Catlin Ave Resurfacing LRIP/MSID	PE ROW CONST TOTAL	359 359		345 345	704 704	Project carried over to 2027
WisDOT 113-25-003	STH 35 CTH B South to 69th Street Real Estate Acquisition 0.0 miles 8010-00-27	PE ROW CONST TOTAL		34.4 34.4		34.4 34.4	Authorized/Allocated for 2026
WisDOT 113-25-028	IH535 St. Louis River Bridge B-16-0005-0001 to 0005 (0.0 miles) Relocation/Administration Total Improvement Project Costs (nearest $) $410,096,125 1199-00-20	PE ROW CONST TOTAL		15,570 15,570		15,570 15,570	Authorized/Allocated for 2026. New funding amount $9,000 state
WisDOT 113-25-031	US 53 Within 1-mile of US-53 from MN-WI border to where US-2 & US-53 split off 0.0 miles Total Improvement Project Costs (nearest $) $750,000 NEVI funding program	PE ROW CONST TOTAL	20 700 720		5 175 180	25 875 900	Funding available if electric vehicle plug-in project is funded.
WisDOT 113-25-034	IH535 St. Louis River Bridge B-16-0005-0001 to 0005 (0.0 miles) Relocation/Administration Total Improvement Project Costs (nearest $) $410,096,125 1199-00-78 Project reduced from $4,347,000 to $3,558,000 1/21/2026	PE ROW CONST TOTAL		3,328 3,328	230 230	3,558 3,558	On schedule for 2026.

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-25-035	IH535 St. Louis River Bridge B-16-0005-0001 to 0005 (0.0 miles) Total Improvement Project Costs (nearest $) $410,096,125 1199-00-79	PE ROW CONST TOTAL			522 522	522 522	On schedule for 2026.
WisDOT 113-25-036	US 53, NW Region, US 53 Bridge Deck Sealing B-16-0012 & B-16-0024 (0.0 miles) NHHP Total Improvement Project Costs (nearest $) $786,205 1190-03-08	PE ROW CONST TOTAL	0.584 0.584	0.146 0.146		0.730 0.730	On schedule for 2026.
WisDOT 113-25-037	IH535 St. Louis River Bridge B-16-0005-0001 to 0005 (0.0 miles) Water Main Total Improvement Project Costs (nearest $) $410,096,125 1199-00-80	PE ROW CONST TOTAL		830 830		830 830	Project moved to 2027. New funding amount $494 local.
WisDOT 113-25-053	IH535 St. Louis River Bridge Phase III B-16-0005-0001 to 0005 (0.0 miles) Sanitary Sewer State Bond Funds Total Improvement Project Costs (nearest $) $410,096,125 1199-00-42	PE ROW CONST TOTAL		150 150		150 150	Project moved to 2027.
WisDOT 113-25-054	IH535 St. Louis River Bridge Phase III B-16-0005-0001 to 0005 (0.0 miles) Reimbursement to SWLP State Bond Funds Total Improvement Project Costs (nearest $) $410,096,125 1199-00-40	PE ROW CONST TOTAL		11.5 11.5		11.5 11.5	On schedule for 2026.
WisDOT 113-25-056	City of Superior, Various locations 21 Signalized Intersections – Emergency Vehicle Preemptions, miles 0.0 Y607 – Carbon reduction 5K-50K 8998-00-63	PE ROW CONST TOTAL	182 182		45 45	227 227	Authorized/Allocated for 2026

2027 Roadway Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-23-011	Local Street-Marina Drive Marina Dr N to Barkers Island 0.14 miles STBG-U Total Improvement Project Cost (nearest $) $4,662,317 8998-00-62	PE ROW CONST TOTAL	1,236 1,236		973 973	2,209 2,209	Construction on schedule for 2027. New funding amounts $4,645 with 3,369 federal and 1,276 local.
WisDOT 113-24-001	USH 2 Superior-Wentworth 53rd Ave E to CTH C Pavement Resurfacing 6.52 miles NHPP Multi-Year Project Total Improvement Cost (nearest $) $19,841,093 1180-00-60	PE ROW CONST TOTAL	15,536 15,536	3,884 3,384		19,420 19,420	Construction delayed from 2027 to 2028. New funding amounts $20,564, fed $16,451, state $4,113 TIPC increased to $22,489,066
WisDOT 113-25-026	IH535 St. Louis River Bridge B-16-0005-0001 to 0005 (0.0 miles) Real Estate Acquisition Total Improvement Project Costs (nearest $) $410,096,125 1199-00-21	PE ROW CONST TOTAL		9,650 9,650		9,650 9,650	Project advance to previous year and completed.
WisDOT 113-25-029	IH535 St. Louis River Bridge B-16-0005-0001 to 0005 (0.0 miles) Relocation/Admin Improvement Project Costs (nearest $) $410,096,125 1199-00-20	PE ROW CONST TOTAL		364 364		364 364	Project no longer needed and dropped from TIP

2028 Roadway Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-25-004	STH 13, NW Region Thin Polymer Deck Overlays, Various Locations, B-16-0053 T. Lakeside, Bridge Preventative STBG Total Improvement Project Costs (nearest $) $623,778 ** Partially w/in boundary 8590-02-73	PE ROW CONST TOTAL	32.6 32.6	8.2 8.2		40.8 40.8	Construction on scheduled for 2028. New funding amount $55.6, fed $45.3, state $11.3. Total Improvement Project Cost now $700,646
WisDOT 113-25-006	US 53, NW Region, US 53 Bridge Deck Sealing B-16-0012 & B-16-0024 T. Parkland (0.0 miles) Bridge Rehab NHHP Total Improvement Project Costs (nearest $) $661,994 1190-03-77	PE ROW CONST TOTAL	12 12	3 3		15 15	On schedule for 2028. New funding amounts $15,400, fed $12,400, state $3,000 Total Improvement Project Cost now $768,253

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-25-025	STH 35 CTH B South to 69th Street (9.0 miles) Cold in place Recycling paving STBG Total Improvement Project Costs (nearest $) $9,878,291 8010-00-77	PE ROW CONST TOTAL	7,200 7,200	1,800 1,800		9,000 9,000	On schedule for 2028. New funding amounts $9,071, fed $7,257 state $1,814 Total Improvement Project Cost now $9,703,078
WisDOT 113-25-030	IH535 St. Louis River Bridge B-16-0005-0001 to 0005 (0.0 miles) Design/Sign Relocation Total Improvement Project Costs (nearest $) $410,096,125 1199-00-13	PE ROW CONST TOTAL		125 125		125 125	Project no longer programmed and dropped from TIP
WisDOT 113-25-033	USH 2 Off-Roadway Superior to Wentworth, Safety Rest Area 23, New Maintenance Garage, 0.0 miles State Funding / Roadside Facilities Total Improvement Cost (nearest $) $750,000 1180-00-87	PE ROW CONST TOTAL		650 650		650 650	On schedule for 2028. New funding amounts $699,000, state $699,000. Total Improvement Project Cost now $778,000.

2025 Rail Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
OCR 113-22-004	CTH W (Chicago Ave) Village of Oliver WCL RR Xing 251873N Rail Crossing Improvement Safety, WCL Local Match 1009-89-27	PE ROW CONST TOTAL	115 115	62 62	176 176	353 353	Project completed
WisDOT 113-22-005	WisDOT Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE ROW CONST TOTAL	100 100			100 100	Funding not utilized in 2025
WisDOT 113-22-006	CTH C, Douglas County Dewey-STH 35 BNSF RR Xing 086402V RR OPS/Safety Rail Warning Devices, BNSF Match 8758-00-52	PE ROW CONST TOTAL	126.5 126.5		126.5 126.5	252.5 252.5	Project completed
WisDOT 113-25-009	Short Cut Road – Town of Superior BNSF RR Xing 086404J 0.0 miles Crossing Closure – Incentive Payment Safety 8395-00-50	PE ROW CONST TOTAL	30 30			30 30	Project delayed to 2026 and scheduled for completion by end of 2026
WisDOT 113-25-038	IH535 – Detour Superior-Duluth, Ogden Ave, UP RR XING 186174L Sidewalk Extension 0.0 miles Total Improvement Cost (nearest $) $410,096,125 1199-00-52	PE ROW CONST TOTAL		30 30		30 30	Project delayed to 2027
WisDOT 113-25-039	IH535 – Detour Superior-Duluth, Winter Street, UP RR XING 186165M Surface/Sidewalk 0.0 miles Total Improvement Cost (nearest $) $410,096,125 1199-00-53	PE ROW CONST TOTAL		24 24	218 218	242 242	Project delayed to 2027
WisDOT 113-25-040	IH535 – Detour Superior-Duluth, Ogden Avenue, UP RR XING 691665B Surface/Sidewalk 0.0 miles Total Improvement Cost (nearest $) $410,096,125 1199-00-54	PE ROW CONST TOTAL		17 17	114 114	131 131	Project completed
WisDOT 113-25-041	IH535 – Detour Superior-Duluth, Grand Avenue, CP RR XING 691660S Surface 0.0 miles Total Improvement Cost (nearest $) $410,096,125 1199-00-55	PE ROW CONST TOTAL		16 16	148 148	164 164	Project completed
WisDOT 113-25-042	IH535 – Detour Superior-Duluth, Winter Street, BNSF RR XING 061462H, 086562J, 085931A,	PE ROW CONST TOTAL		50 50	152 152	202 202	Project completed

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
	Surface 0.0 miles Total Improvement Cost (nearest $) $410,096,125 1199-00-57						
WisDOT 113-25-043	IH535 – Detour Superior-Duluth, NP Railroad Road, BNSF RR XING 082644C Surface 0.0 miles Total Improvement Cost (nearest $) $410,096,125 1199-00-58	PE ROW CONST TOTAL		126 126	126 126	252 252	Project delayed to 2027
WisDOT 113-25-044	IH535 – Detour Superior-Duluth, Winter Street, BNSF RR XING 082644C Surface 0.0 miles Total Improvement Cost (nearest $) $410,096,125 1199-00-59	PE ROW CONST TOTAL		350 350		350 350	Project delayed to 2027. New funding amount $354 with state at $354.
WisDOT 113-25-045	IH535 – Detour Superior-Duluth, Catlin Avenue, CP RR XING 691657J Surface 0.0 miles Total Improvement Cost (nearest $) $410,096,125 1199-00-50	PE ROW CONST TOTAL		28 28	250 250	278 278	Project completed. New funding amount $30 state and $71 local at $101.

2026 Rail Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
OCR 113-23-006	OCR Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE ROW CONST TOTAL	100 100			100 100	On schedule for completion in 2026 if a project is identified
WisDOT 113-23-007	WisDOT Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE ROW CONST TOTAL	100 100			100 100	On schedule for completion in 2026 if a project is identified
WisDOT 113-24-028	IH 535 UP RR-Xing 186166U&186165M Signals, RR Signal Interconnect 0.0 miles NHS 1199-00-50	PE ROW CONST TOTAL		250 250		250 250	On schedule for completion in 2026

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-24-029	IH 535 UP RR-Xing 186169P Signals, RR Signal Interconnect 0.0 miles NHS 1199-00-51	PE ROW CONST TOTAL		250 250		250 250	On schedule for completion in 2026
WisDOT 113-25-046	IH535 – Detour Superior-Duluth, Winter Street, CP RR XING 691656C Surface 0.0 miles NHPP Total Improvement Cost (nearest $) $410,096,125 1199-00-55	PE ROW CONST TOTAL		97 97	181 181	278 278	On schedule for completion in 2026. New funding amount $54 state and $99 local at $153
WisDOT 113-25-047	IH535 – Detour Superior-Duluth, Belknap St, UP RR XING 186157V Surface 0.0 miles NHPP Total Improvement Cost (nearest $) $410,096,125 1199-00-51	PE ROW CONST TOTAL		189 189	33 33	222 222	On schedule for completion in 2026. New funding amount $275 state and $49 local at $324
WisDOT 113-25-048	IH535 – Detour Superior-Duluth, Belknap St, CP RR XING 691654N Surface 0.0 miles NHPP Total Improvement Cost (nearest $) $410,096,125 1199-00-52	PE ROW CONST TOTAL		189 189	33 33	222 222	On schedule for completion in 2026. New funding amount $169 state and $30 local at $199
WisDOT 113-25-049	IH535 – Detour Superior-Duluth, Winter St, BNSF RR XING 085931A Surface 0.0 miles NHPP Total Improvement Cost (nearest $) $410,096,125 1199-00-53	PE ROW CONST TOTAL		354 354		354 354	On schedule for completion in 2026. New funding amount $381 state
WisDOT 113-25-055	IH535 – Detour Superior-Duluth, Winter St, BNSF RR XING 086562J Upgrade signals to add gates 0.0 miles State funded (304 Majors) Total Improvement Cost (nearest $) $410,096,125 1199-00-54	PE ROW CONST TOTAL		151.5 151.5		151.5 151.5	On schedule for completion in 2026. New funding amount $98 state

2027 Rail Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
OCR 113-24-002	OCR Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE ROW CONST TOTAL	100 100			100 100	On schedule for completion in 2027 if a project is identified

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
WisDOT 113-24-003	WisDOT Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE ROW CONST TOTAL	 100 100			 100 100	On schedule for completion in 2027 if a project is identified

2028 Rail Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
OCR 113-25-018	OCR Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE ROW CONST TOTAL	 100 100			 100 100	On schedule for completion in 2028 if a project is identified
WisDOT 113-25-019	WisDOT Rail – Highway Crossing Safety Level of Efforts Projects Safety	PE ROW CONST TOTAL	 100 100			 100 100	On schedule for completion in 2028 if a project is identified
WisDOT 113-25-007	STH 35 Soo Line RR Xing 691643B / MP 279.59 Signals 0.0 miles Total Improvement Project Cost $9,703,078 8010-00-57	PE ROW CONST TOTAL	 40.4 40.4	 10.1 10.1		 50.5 50.5	On schedule for completion in 2028. New funding amounts $52,000, fed $41,600, state $10,400
WisDOT 113-25-008	STH 35 Soo Line RR Xing 691643B / MP 279.59 Signals 0.0 miles Total Improvement Project Cost $9,703,078 8010-00-58	PE ROW CONST TOTAL	 167 167	 	 30 30	 197 197	On schedule for completion in 2028. New funding amounts $202,700, fed $172,300 and state $30,400

2025-2028 Transportation Alternatives Projects

Jurisdiction and Project Number	Project Description	Type of Cost	Estimated Costs & Funding Sources in Thousands				Project Status
			Federal	State	Local	Total	
	No Projects Identified						

2025-2028 TRANSIT PROJECTS

DTA Projects

		Estimated Cost					Funding Source and Cost Share				
		2025	**2026**	**2027**	**2028**		**Federal**	**State**	**Local**	**Fare Box**	**Total**
DTA – 113-25-010											
Operating Assistance		1,994,151					815,736	232,419	861,621	84,375	1,994,151
Regular Route											
DTA – 113-25-011											
Operating Assistance		168,054						21,000	138,754	8,300	168,054
STRIDE											
DTA – 113-25-012											
Operating Assistance			2,093,859				840,208	237,068	931,364	85,219	2,093,859
Regular Route											
DTA – 113-25-013											
Operating Assistance			176,457					22,000	145,991	8,466	176,457
STRIDE											
DTA – 113-25-014											
Operating Assistance				2,198,552			865,415	241,809	1,005,257	86,071	2,198,552
Regular Route											
DTA – 113-25-015											
Operating Assistance				185,280				23,000	153,644	8,635	185,280
STRIDE											
DTA – 113-25-016											
Operating Assistance					2,308,479		891,377	246,645	1,083,525	86,932	2,308,479
Regular Route											
DTA – 113-25-017											
Operating Assistance					194,544			24,000	161,735	8,808	194,544
STRIDE											

2025 Transit Projects (5310)

Jurisdiction and Project Number	Project Description	Estimated Costs & Funding Sources				Calendar Year Fund	Project Status
		Federal	State	Local	Total		
indiGO – (North Country Independent Living) 113-25-020	Funding of a Voucher Program for individuals with disabilities experiencing transportation barriers in 8 NW counties	712,863		172,863	345,726	2025	Program cycle CY 2025 – project completed in 2025.
indiGO – (North Country Independent Living) 113-25-021	Funding a mobility manager within NCIL	28,368		7,092	35,460	2025	Program cycle CY 2025 – project completed in 2025.
Center for Independent Living 113-25-022	Funding of a Voucher Program for individuals with disabilities experiencing transportation barriers in 42 Central and NW Wisconsin Counties	229,589		229,589	459,178	2025	Program cycle CY 2025 – project completed in 2025.
Center for Independent Living 113-25-023	Funding a mobility manager within the Center for Independent Living	86,096		21,524	107,620	2025	Program cycle CY 2025 – project completed in 2025.

2025 Transit Projects (5311)

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

2026 Transit Projects (5310)

Jurisdiction and Project Number	Project Description	Estimated Costs & Funding Sources				Calendar Year Fund	Project Status
		Federal	State	Local	Total		
indiGO – (North Country Independent Living) 113-25-050	Funding of a volunteer driver & voucher program for individuals with disabilities and others experiencing transportation barriers in 8 NW counties	101,988		101,988	203,976	2026	Program cycle CY 2026 – project on schedule for completion in 2026.

Jurisdiction and Project Number	Project Description	Estimated Costs & Funding Sources				Calendar Year Fund	Project Status
		Federal	State	Local	Total		
Center for Independent Living 113-25-051	Funding of a volunteer drivers & travel coordination for individuals with disabilities and others experiencing transportation barriers in 42 Central and NW Wisconsin Counties	256,838		256,838	513,676	2026	Program cycle CY 2026– project on schedule for completion in 2026.
Center for Independent Living 113-25-052	Funding mobility management to assist individuals with disabilities and others experiencing transportation barriers in 42 Central and NW Wisconsin Counties	132,1969		132,196	165,245	2026	Program cycle CY 2026– project on schedule for completion in 2026.

2026 Transit Projects (5311)

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

Chapter 7: Public Involvement

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

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

2027-2030 MIC TIP Public Participation

- Correspondence to agencies seeking calendar year 2030 project activities and other 2027-2029 project activities not listed with the 2025-2028 TIP were sent to representative agencies in June 2026 soliciting candidate multi-modal transportation projects.
- The draft TIP projects were reviewed by the MIC policy board on August 19, 2026 and action by the MIC officially approved releasing the draft TIP document for public comment beginning September 1, 2026.
- The 2027-2030 Superior TIP was posted on or before September 1, 2026 to the MIC and NWRPC websites prior to publication of the legal notice officially opening the 30-day public comment period on September 1, 2026.
- Legal notice on the 30-day public comment period was published on August 22 and 29, 2026 in *The Superior Telegram*. A copy of the public notice and affidavit is included in the appendix.
- Letters were distributed to various state and federal agencies, Tribal Nations, and other local organizations as part of the MIC's consultation and outreach efforts in seeking input regarding the draft TIP. A copy of the letter and distribution list is included in the appendix.
- A virtual public information meeting was held on September 10, 2026 from 12:00pm -12:45pm CST with MIC staff presenting the 2027-2030 TIP and available to answer questions during the information session.
- Public comments and staff communication to questions related to the draft TIP are summarized and included in the appendix.
- The Transportation Advisory Committee (TAC) recommended the 2027-2030 TIP on October 20, 2026. A summary of public comments is included in the appendix.
- The MIC policy board approved the 2027-2030 TIP on October 21, 2026. A summary of public comments is included in the appendix.

Appendix I

TIP Amendment Process

Superior Area Transportation Improvement Program

A. Annual TIP Development and Approval

Staff Actions

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

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

B. Administrative Modifications and Amendments

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

I. Administrative Modification

II. Minor Amendment

III. Major Amendment

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

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

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

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

I. Administrative Modification

Staff Actions

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

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

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

II. Minor Amendment

Staff Actions

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

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

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

Agency Follow-up:

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

III. Major Amendment

Staff Actions

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

3. **Is formal action necessary by the MIC Policy Board?**
   Yes – The proposed Amendment must be presented for review by the TAC and approval by the MIC Board:
   a. A Board resolution will be prepared for signature.
4. **Will public involvement occur?**
   Yes – through MIC and TAC meeting notifications and by posting on the MIC website:
   a. 7 days' advance notice* of the proposed Amendment will be provided by including the Amendment as a voting item on the published agendas;
   b. A full description of the proposed Amendment will be included in the accompanying meeting materials and "Opportunity for Public Comment" will be prominently noted on the published meeting notices;
   c. A full description of the proposed Amendment will be posted in the 'Project Updates' section of the current TIP page on the MIC website;
   d. Any written or oral comments received will be presented at the TAC and MIC meetings and included in the published meeting summaries;
   e. A full description of the approved Amendment, as well as the committees' votes, will be included in the published meeting summaries.
   f. Amended Project lists will be updated and the Community Impact/Environmental Justice analysis will be updated (if needed). These will be made available to the public in the following ways:

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

Agency Follow-up:

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

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

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

Appendix II

Public Notice for 30-day Public Comment

NOTICE OF 30-DAY PUBLIC COMMENT PERIOD
Draft 2027-2030 Transportation Improvement Program for the Superior Metropolitan Area

The Duluth-Superior Metropolitan Interstate Council (MIC), has prepared a Draft Calendar Year 2027-2030 Transportation Improvement Program (TIP) for the Superior Metropolitan Area. The Draft TIP lists all transportation projects in the Superior greater metropolitan area that are proposed by state and local jurisdictions to receive federal transportation funds for CY 2027-2030.

To view the Draft TIP online, **visit 2027-2030 Superior Area TIP - DSMIC**

Public comments are being taken from September 1 through September 30, 2026, on the Draft TIP and its proposed projects. To request a hard copy of the document, contact Sheldon Johnson, who is taking all public comments on the document, at sjohnson@nwrpc.com or (715) 635-2197. Comments and questions are welcomed for the duration of the public comment period.

A public informational session will be held on Thursday, September 10, 2026, from 12:00pm – 12:45pm CST to review the proposed projects, answer questions and take comments. This meeting will be held virtually and by telephone. Public access and public comment opportunities will be provided in keeping with open meeting requirements allowing the use of communications media technology such as telephone and video conferencing. **Login and call-in information can be viewed on the TIP web page at Superior TIP 2027-2030 Public Information Session - DSMIC**

The Draft TIP, along with all comments received, will be considered for final approval at the MIC Board meeting scheduled on October 21, 2026. The final version of the 2027-2030 TIP will list all transportation projects that have been planned and programmed for federal funding within the greater Superior, WI area for those four years.

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

Forum Communications Company

WI Affidavit No. 1xG82S060VPxZm7RGUht

See Proof on Next Page

AFFIDAVIT OF PUBLICATION

State of Florida, County of Broward, ss:

Anjana Bhadoriya, being first duly sworn, deposes and says: That (s)he is a duly authorized signatory of Column Software, PBC and duly authorized agent of the Superior Telegram, a newspaper printed and published in the City of Superior, County of Douglas, State of Wisconsin.

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

2. The dates of the month and year and day of the week upon which the public notice attached/copied below was published in the newspaper are as follows: Saturday, August 22, 2026, Saturday, August 29, 2026.

Anjana Bhadoriya

(Signed)_____

SHERI SMITH
Notary Public - State of Florida
Commission # HH804448
Expires on May 31, 2030

VERIFICATION

State of Florida
County of Broward

Subscribed in my presence and sworn to before me on this: 09/01/2026

S Smith

Notary Public
Notarized remotely online using communication technology via Proof.

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The Draft TIP, along with all comments received, will be considered for final approval at the MIC Board meeting scheduled on October 21, 2026. The final version of the 2027-2030 TIP will list all transportation projects that have been planned and programmed for federal funding within the greater Superior, WI area for those four years.

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(Aug. 22 & 29, 2026) WNAXLP

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(Aug. 22 & 29, 2026) WNAXLP

Appendix III

Consultation and Outreach Letters

Northwest Regional Planning Commission
NWRPC
keeping your future as our focus

Serving communities within and counties of
ASHLAND, BAYFIELD, BURNETT, DOUGLAS, IRON, PRICE, RUSK, SAWYER, TAYLOR, & WASHBURN

And the Tribal Nations of
BAD RIVER, LAC COURTE ORIELLES, LAC DU FLAMBEAU, RED CLIFF, & ST. CROIX

August 25, 2026

«First_Name» «Last_Name»
«Department_or_Company»
«Street_Address_1»
«City», «State» «Zip»

«GreetingLine»

The Duluth-Superior Metropolitan Interstate Council (MIC) has approved the release of the draft 2027-2030 Superior MPO Area Transportation Improvement Program. Beginning September 1, 2026, a formal 30-day public comment period will begin for individuals, agencies, organizations, etc. to provide any comments related to the activities identified in the Transportation Improvement Program (TIP).

The TIP represents a listing of federal, state, and local transportation projects within the City of Superior; Villages of Oliver and Superior; and the Towns of Lakeside, Parkland, and Superior. You are receiving this letter as part of the MIC's consultation and outreach efforts seeking input regarding the 2027-2030 draft Superior MPO Area TIP. The document can be found at 2027-2030 Superior Area TIP - DSMIC. A virtual public meeting will be held September 10, 2026, from 12:00pm-12:45pm CST via Microsoft Teams with details for the virtual meeting found at Superior TIP 2027-2030 Public Information Session - DSMIC.

The 2027-2030 Superior MPO Area Transportation Improvement Program will be presented to the MIC on Wednesday, October 21, 2026, for consideration and approval. In addition to your written, phone, or email input, in person comments may also be presented at the October 21, 2026, MIC Board meeting. The October MIC meetings may be hybrid - in person and/or virtual - with meeting information posted to the MIC website at www.dsmic.org.

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

Sincerely,

Sheldon Johnson

First Name	Last Name	Department or Company	Street Address 1	City	State	Zip
Ann	Kipper	DNR Regional Headquarters	107 Sutliff Avenue	Rhinelander	WI	54501
Emma	Duchrow	North Country Independent Living	2911 Tower Avenue, Suite 9	Superior	WI	54880
Director		Superior Housing Authority	1219 N. 8th Street	Superior	WI	54880
		Army Corp of Engineers	10637 Hayward Court	Hayward	WI	54843
Chris	Belden	Duluth Transit Authority	2402 W Michigan St	Duluth	MN	55806
		Douglas County ADRC	1316 N 14th St, Ste 327	Superior	WI	54880
Planning	Department	St. Croix Chippewa Indians of Wisconsin	24663 Angeline Ave	Webster	WI	54893
Planning	Department	Lac Courte Oreilles Band of Lake Superior Chippewa	13394 W Trepania Rd	Hayward	WI	54843
Planning	Department	Red Cliff Band of Chippewa	88385 Pike Rd, Hwy 13	Red Cliff	WI	54814
Planning	Department	Bad River Band of Lake Superior Chippewa	PO Box 39	Odanah	WI	54861
Planning	Department	Fond du Lac Band of Lake Superior Chippewa	1720 Big Lake Rd	Cloquet	MN	55720
Charles	Thannum	NW WisDOT Tribal Liaison	1701 N 4th Street	Superior	WI	54880
Director		Douglas County Historical Society	1101 John Ave	Superior	WI	54880
Megan	Kirk	Douglas County Planning & Zoning	1313 Belknap St, Rm 206	Superior	WI	54880
Jason	Serck	Superior Planning Department	1316 N 14th St	Superior	WI	54880
Chris	Carlson	Superior Public Works Department	1316 N 14th St	Superior	WI	54880
Jason	Jackman	Douglas County Highway Department	7417 CTH E	Hawthorne	WI	54873
Mae	Sommerfeld	WisDOT - NW Region	718 W Clairemont Ave	Eau Claire	WI	54701
Jason	Nordberg	FHWA	525 Junction Rd, Suite 8000	Madison	WI	53717
Mark	Kane	FTA	200 West Adams St, Suite 320	Chicago	IL	60606
Matt	Sorensen	WisDOT - Central Office	P.O. Box 7913	Madison	WI	53707
Gary	Peterson	Lakeside	3405 S. CTH P	Poplar	WI	54864
Christopher	Graves	Parkland	1515 S. Rivord Road	Superior	WI	54880
William	Connor	Superior	4196 E. Zachau Road	Superior	WI	54880
John	Wick	V. Superior	6702 Ogden Avenue	Superior	WI	54880
Gary	Abraham	V. Oliver	3055 S. Milwaukee Avenue	Superior	WI	54880

Appendix IV

Public Comments and Communication

The official public comment period on the draft Superior 2027-2030 TIP began on September 1, 2026. Outreach was conducted using the following: print and social media; consultation request letters sent to agencies, tribal nations, and others; and posting of the draft TIP to the MIC and NWRPC websites. A formal announcement of a 30-day public comment period was published in the area newspaper on August 22, and 29, 2026. A virtual public information session was held on Thursday, September 10, 2026.

30-Day Public Comment Period Comments

- No public comments were provided

The Technical Advisory Committee and Metropolitan Interstate Committee met on October 20 & 21, 2026 respectively and the following public comments were provided from those meetings.

- No public comments were provided

Appendix V

Resolutions

RESOLUTION 26-14

OF THE

DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

Resolution and Self-Certification

Approving the 2027 – 2030 Transportation Improvement Program
for Superior, Wisconsin
and
Certifying that the metropolitan transportation planning process for the Duluth-Superior Metropolitan Planning Area is being conducted in accordance with all applicable requirements of 23 CFR § 450.336(a).

WHEREAS, Federal regulations require Metropolitan Planning Organizations (MPOs) to develop, adopt, and approve a Transportation Improvement Program (TIP) for their metropolitan planning areas, reflecting the investment priorities established in the current Metropolitan Transportation Plan, and covering a period of no less than four years; and

WHEREAS, the Duluth-Superior Metropolitan Interstate Council (MIC) Policy Board serves as the MPO for the Duluth-Superior Metropolitan Planning Area; and

WHEREAS, the MIC has developed the 2027-2030 Superior Area TIP in cooperation with local jurisdictions, the Duluth Transit Authority, State Department of Transportation, Federal Highway Administration (FHWA) and Federal Transit (FTA) Administration; and

WHEREAS, the draft 2027-2030 Superior Area TIP was released for a 30-day public comment period, published on the MIC's website for public review and included at least one public meeting in accordance with the MIC's Public Involvement Plan, and all comments received were documented and addressed in the final TIP; and

WHEREAS, the 2027-2030 Superior Area TIP includes all projects proposed for funding under 23 USC and 49 USC, as well as regionally significant projects funded with other federal funds and/or non-federal funds; and

WHEREAS, all projects included in the 2027-2030 Superior Area TIP are consistent with the MIC's current long-range Metropolitan Transportation Plan (MTP), and once implemented will make progress toward achieving the performance targets established under § 450.306(d); and

WHEREAS, the 2027-2030 Superior Area TIP includes a fiscally constrained financial plan demonstrating alignment between the revenues that are reasonably expected to be made available and the costs of programmed improvements; and

WHEREAS, pursuant to 23 CFR § 450.336(a), the Duluth-Superior Metropolitan Interstate Council hereby certifies that its metropolitan transportation planning process complies with all applicable federal requirements, including:

(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 adopts and approves the 2027-2030 Transportation Improvement Program for Superior, Wisconsin and certifies that the metropolitan transportation planning process for the Duluth-Superior Metropolitan Planning Area is being conducted in accordance with all applicable requirements of 23 CFR § 450.336(a).

ATTEST:



Wayne Boucher, Minnesota Co-Chair



Nick Baker, Wisconsin Co-Chair



Ron Chicka, MIC Director

October 21, 2026

Date