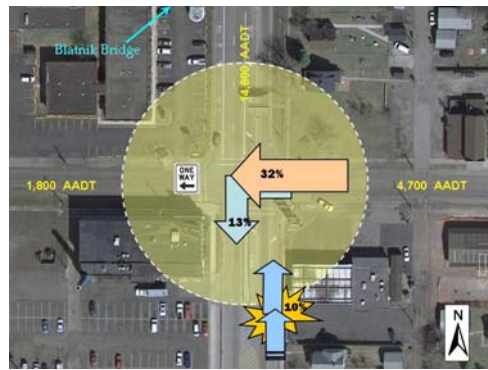


Duluth-Superior
Metropolitan Interstate Council



2009 - 2010
Unified Transportation Planning
Work Program and Budget



December 2008

Duluth-Superior
Metropolitan Interstate Council
2009 - 2010
UNIFIED TRANSPORTATION PLANNING
WORK PROGRAM AND BUDGET

December 2008



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



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The work activities described within are supported by funding from the Federal Highway Administration, the Federal Transit Administration, the Minnesota and Wisconsin Departments of Transportation, the Arrowhead Regional Development Commission and the Northwest Regional Planning Commission.

DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

Member, Staff and Advisory Committee Listing - December 2009

MIC Policy Board

Broc Allen – Douglas Co. Suburban Townships
Ed Anderson – Superior Common Council
Nick Baker – Douglas County Board (*WI Co-chair*)
Steve Baker – Douglas County Board
Warren Bender – Superior Common Council
David Brenna – City of Proctor
Mike Coyle – Douglas County Board
Earl Elde – St. Louis County Suburban Townships
Jay Fosle – Duluth City Council
Melanie Hendrickson – Duluth Transit Authority
Garry Krause – Duluth City Council
Keith MacDonald – City of Hermantown
Kathryn McKenzie – Douglas County Board
Cindy Moe – St. Louis Co. Suburban Townships
Kevin Norbie – City of Superior Citizen Rep
Dan Olson – Superior Common Council
Steve O’Neil – St. Louis County
Andy Peterson – Duluth Citizen Rep (*MN Co-chair*)

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James Gittemeier, Planner
Robert Herling, Planner
Andy McDonald, Principal Planner
Jerrid Mulligan, Intern
Rondi Watson, Division Secretary

Transportation Advisory Committee

Jim Benning – City of Duluth
Jim Foldesi – St. Louis County
Chuck Froseth – City of Duluth
Jeff Goetzman – City of Superior
Paul Halverson – Douglas County
Bryn Jacobson – Bike/Pedestrian Rep
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Denny Johnson – MnDOT (*Chair*)
Walter Leu – MnDOT
Cari Pedersen – City of Duluth
Heather Rand – MN Dept. of Economic Dev.
Jim Rohweder – City of Proctor
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David Salo – City of Hermantown
Jason Serck – City of Superior
Jim Sharrow – Duluth Seaway Port Authority
Dena Young – WisDOT (*Vice-Chair*)
City of Duluth–Vacant

MIC Staff – NWRPC

Sheldon Johnson, MIC Deputy Director

Duluth-Superior Metropolitan Interstate Council
2009 – 2010 UNIFIED TRANSPORTATION PLANNING WORK PROGRAM

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Duluth-Superior Metropolitan Interstate Council

MISSION: *Guiding the Future of Transportation for the Twin Ports Area.*

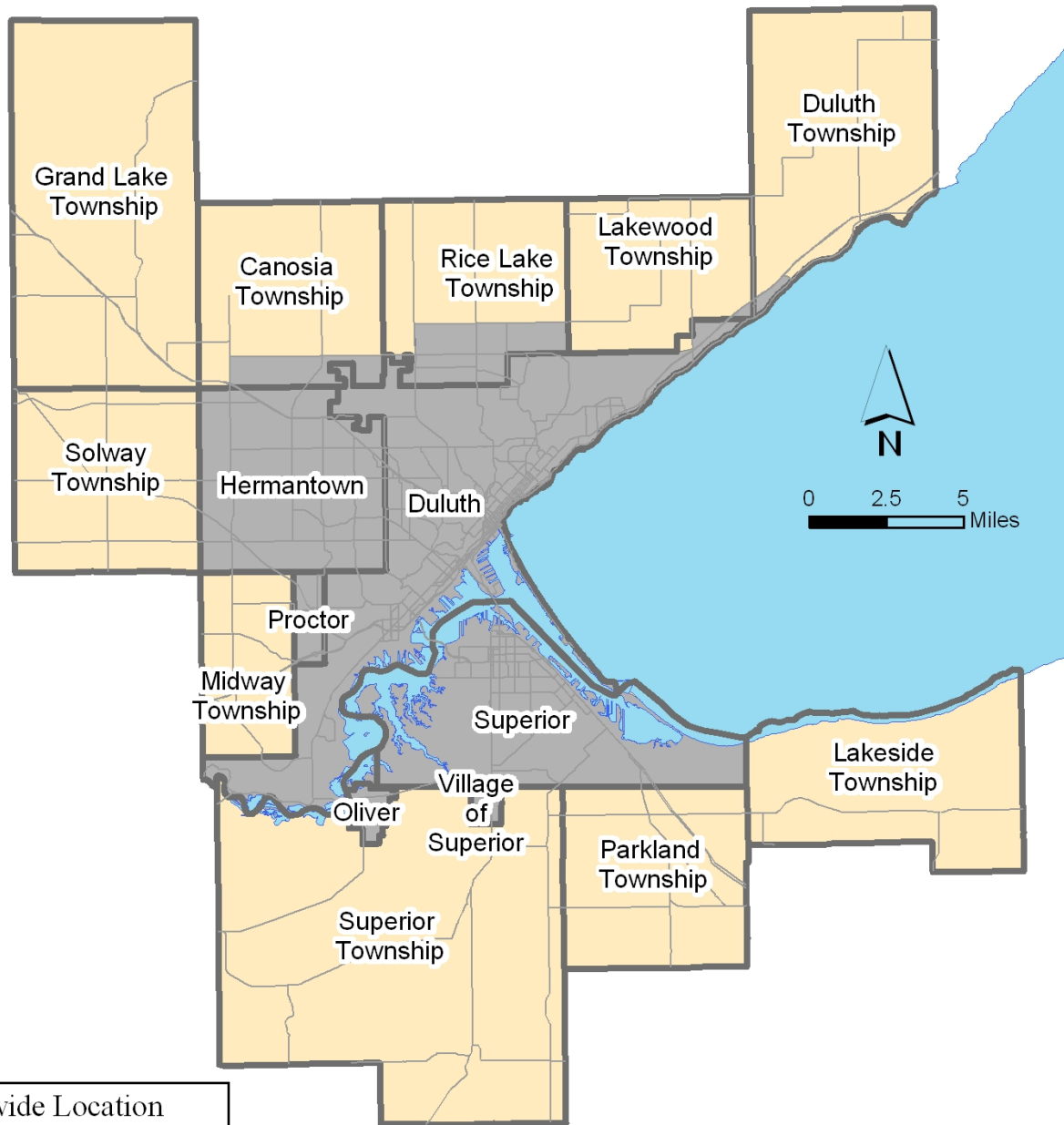
PURPOSE & OBJECTIVES:

No industry is more important to our region's basic mobility, economic growth and competitiveness than transportation. Every household and business depends on transportation for movement of people and goods. A transportation system is the urban framework upon which a city or metropolitan area develops.




A fundamental objective of a transportation system is to move commodities and people economically, safely and without restraint. The objective has many challenges, but must ultimately be met if we are going to achieve a higher quality of life for the people of our region.

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

- ◆ **To solve** major transportation issues and/or problems that affect multiple jurisdictions or agencies within the Duluth-Superior metropolitan area.
- ◆ **To develop** detailed transportation information to encourage decisions that both enhance livability and optimize the movement of people and goods throughout the metropolitan area.
- ◆ **To make** the transportation network comprehensive, safe and fully integrated.
- ◆ **To gain** the maximum benefit from each public transportation investment.
- ◆ **To be responsive** to the social, economic and environmental needs of the region by keeping the public efforts in line with the values of the people.
- ◆ **To attain** an area-wide transportation planning process that is inclusive and responsive to the needs and interests of the area's residents, groups, units of government and affected agencies.



Legend

-  Urbanized Planning Area
-  Non-Urbanized Planning Area
-  Functionally Classified Road

MIC Planning Area



Short Range Planning Projects

UMD/CSS AREA TRANSPORTATION STUDY (Duluth)

Objective: *Conduct a multi-modal transportation study to identify methods to improve access to the university and decrease traffic impacts on surrounding neighborhoods. Determine the proper mix of walking, biking, transit, and carpool commuters balanced with single occupant vehicles.*

Background

The UMD campus is located between the Kenwood and Chester Park neighborhoods. As UMD has grown over the past 10 years and vehicle miles traveled has also increased, arterials near campus have experienced increased congestion in the peak travel times. This has caused some UMD bound traffic to cut through adjacent residential neighborhoods. There is also a perception that an adequate amount of parking is not available at peak times. Until a recent successful free transit pass program, a parking ramp was considered necessary for the UMD campus. This study would determine how to better utilize the transportation resources in and around the UMD campus. This study will identify improvements that will provide better access to campus while lessening the impact of traffic on adjacent neighborhoods and provide recommendations for a more balanced transportation network.

Major Work Activities

- Perform a parking study to determine the occupancy rate and the demand for additional parking. Examine the true cost of parking on campus.
- Research prior planning efforts including UMD's Master Plan.
- Compile an inventory and condition analysis of the area sidewalk system.
- Determine the bikeability of areas adjacent to campus.
- Conduct a review of the current transit service and determine if UMD should become a more significant transit hub.
- Analyze how other universities of similar size provide transportation services to their customers by performing a case study analysis.
- Examine the road system near campus. Perform a "path of least resistance analysis" by geocoding all student and employee addresses to determine the routes that students and employees take to UMD.
- Examine specific neighborhood cut through issues.
- Assess traffic impact of College of St. Scholastica on adjacent roads.
- Conduct Community Impact Assessment and Environmental Justice Analysis.
- Investigate future roadway improvements.

UMD AREA TRANSPORTATION STUDY, continued

Final Product

Final product will be a series of recommendations to improve transportation access to campus and lessen traffic impacts on adjacent neighborhoods. Staff will determine whether or not an expanded Woodland Avenue component will be incorporated into this plan at start of project.

Budget

\$ 35,200 CY 2009

East 2nd Street Access Management Plan (Superior)

Objective: *Examine the current and future deficiencies of the roadway and develop solutions for improved movement of goods and people.*

Background

East 2nd Street (Trunk Highway 2/53) is the primary connection linking the City of Superior with Duluth & Northeast Minnesota as well as the balance of Northwest Wisconsin. This 4-lane roadway carries large amounts of traffic and is the primary truck route through Superior. Numerous access points abut East 2nd Street causing many different turning/conflict movements. Additional development and redevelopment of land uses in the corridor may add additional trips and turning movements that would pose greater safety concerns.

Major Work Activities

- Investigate traffic movement in the corridor with a special focus on truck movements.
- Identify all access points and recommend potential changes for specific points of ingress/egress.
- Identify areas of inefficiencies for pedestrian and bicycle movements.
- Identify potential land use changes along the corridor for Geographic Information System (GIS) input.
- Identify entryway/gateway signage and streetscaping opportunities at southeast end of corridor.
- Note transit uses in the corridor and identify opportunities to improve its usage.
- Document environmental justice component.
- Provide recommendations that may include median treatments, shared access locations, signalization changes and options for traffic channelization.

Final Product

Final product will be an access management plan that identifies current and future deficiencies and provides solutions for traffic flow deficiencies within the East 2nd Street corridor. Study initiation in 2008.

Budget

\$ 31,900 CY 2009

SUPERIOR - BLATNIK BRIDGE STUDY (Superior)

Objective: *Identify future needs and access options for the Superior side of the Blatnik Bridge (I-535).*

Background

The Blatnik Bridge (I-535) is a vital connection linking Superior, Wisconsin to Duluth, MN. It carries approximately 30,000 vehicles a day, a significant portion of which is made up of commercial trucks. The I-535 connection to northern Superior has a variety of unique characteristics that may lead to decreased safety and efficiency. In particular, its interchange with US Highway 53 contains tight radii and requires traffic to make lane changes directly before or after entering or exiting the ramps. In addition, traffic exiting I-535 straight into Superior is required to make a rapid transition from speeds above 55 mph to 35 mph. This study will look at traffic patterns as they relate to I-535 and identify options for improving conditions at the existing connections.

Major Work Activities

- Assess safety and efficiency of current I-535 interchange
- Determine present and future traffic demand at the I-535 connection and adjacent intersections.
- Find appropriate solutions for ensuring safe connections to I-535 and efficient movements on adjacent roadways.
- Prepare base map of the corridor
- Collect existing information
- Conduct a variety of analyses on the safety and performance of existing connections
- Conduct public involvement process
- Develop plan recommendations and identify potential funding sources

Final Product

The study will be a purely technical modeling one to arrive at a series of long term improvements aiding in safety and efficiency for this entry/exit point into Superior. Study initiation in late 2008.

Budget

\$ 46,700* CY 2009

**An additional \$50,000 will be contributed by the Wisconsin DOT toward the modeling component of this study*

KIRKUS STREET CORRIDOR STUDY (Proctor)

Objective: *Identify land use and transportation corridor standards for Kirkus Street prior to the completion of the new road.*

Background

The study encompasses the mostly undeveloped southern portion of Proctor, where a one-mile long new roadway is set to be constructed. This roadway, providing an additional east-west connection from Boundary Avenue to Ugstad Road will include a grade-separated-crossing over the active CN rail line. In addition to providing a safer railroad crossing, the road will open up both undeveloped and potentially under-developed lands to future development. Following recommendations of the Proctor Comprehensive Plan, MIC staff will develop a future land use plan for the Kirkus Street corridor prior to its full build out.

Major Work Activities

- Examine Proctor Comprehensive Plan and other recent local planning efforts to determine long term needs.
- Conduct a public involvement process.
- Work with the City of Proctor staff and committees to identify opportunities and constraints.
- Identify natural resources (environmental and cultural) and their impact on this corridor.
- Analyze the City of Proctor Zoning and Subdivision regulations and recommend potential changes.
- Develop future land use recommendations, incorporating the principles of sustainability.

Final Product

The study will consist of a future land use plan for the Kirkus Street Corridor, including recommendations and steps on implementing this land use through zoning, subdivision, and design guidelines.

Budget

\$ 26,300 CY 2009

\$ 37,200 CY 2010

SUPERIOR URBAN AREA GROWTH IMPACT STUDY (Superior)

Objective: *To examine how growth impacts can be managed to protect taxpayers, help local governments plan for public facilities, identify when and where facilities are needed, distribute facility costs according to burdens imposed and benefits received, and protect local and regional economic bases.*

Background

After completion of the Duluth Urbanized Growth Impact Study, Superior representatives expressed interest in looking at growth issues in Superior and surrounding townships. The driving force on the Duluth side was water and sewer service. With the geographic separation of the two cities, it made sense to look at each side of the state line separately because the water and sewer systems are separate. Studying anticipated growth impacts can answer the question of “where should” water and sewer lines (and other infrastructure) be built before the discussions of “how to” expand the water and sewer system (and other infrastructure) get underway.

Major Work Activities

- Examine Comprehensive Plans from stakeholder jurisdictions
- Identify transportation impacts of land use development options
- Inventory current infrastructure systems and services
- Inventory existing land uses
- Conduct public involvement process
- Examine areas best suited for growth – Development Suitability Analysis
- Identify infrastructure needs to accommodate future growth
- Develop policy recommendations

Final Product

The results of this plan should help shape policy on where to expand urban services. The information generated in this planning effort should be used in comprehensive plans and updates for Superior and Douglas County. Study initiation in 2009.

Budget

\$ 35,700 CY 2009

\$ 41,000 CY 2010

CENTRAL ENTRANCE CORRIDOR STUDY (HWY 194) (Duluth)

Objective: *Building upon the recent Mn/DOT study, identify solutions to define safety concerns, multi-modal options and access controls on the section of Central Entrance between Mesaba Avenue and Anderson Road based upon current and future adjacent land uses.*

Background

Central Entrance was recently the subject of a Mn/DOT study that examined the transportation needs of the corridor from a short and long term perspective. This corridor experiences a large volume of traffic as it is one of the primary routes to the Miller Hill commercial district. Currently, with particular attention on the western end of the road segment, there is a large amount of redevelopment occurring as uses change from residential to non-residential. The impacts to the roadway network need to be examined in finer detail now that the City of Duluth has this opportunity to match future land uses with its comprehensive plan and revised zoning code. The requirements of all modes of movement should be examined.

Our analysis would build upon recommendations from the Mn/DOT study and also look at the possibility of low-cost improvements that may aid flow (system management solutions such as medians and turn-lane separation). An agreed upon conceptual plan would assist the City of Duluth and Mn/DOT work toward short term mitigation measures. Improvements to this corridor are identified within MnDOT's "performance-based" needs plan, not their fiscally constrained plan.

Major Work Activities

- Investigate traffic movement in the corridor including deficiencies in pedestrian, bike and transit movements as there are a number of destinations along the route conducive to this type of travel.
- Examine previous studies conducted in the corridor.
- Identify all access points and recommend potential changes for specific points of ingress/egress.
- Identify potential land use changes along the corridor for Geographic Information System (GIS) input.
- Examination with small area modeling capabilities to recommend traffic mitigation solutions at problem points.
- Note transit uses in the corridor and identify opportunities to improve usage.
- Work with City of Duluth staff to ascertain proper public input technique.
- Document environmental justice component.

- Provide recommendations that may include median treatments, shared access locations, signalization changes and options for traffic control.

Final Product

Final product will be a corridor study that provides solutions for traffic flow deficiencies within the Central Entrance corridor. Study initiation in 2010.

Budget

\$ 45,500 CY 2010

ROUNABOUT SITE FEASIBILITY STUDY (MIC Area)

Objective: *Examine intersections within the MIC area which have a deficient level of service (LOS), a high crash rate, or a safety issue due to unique site geometrics, and determine feasibility of a roundabout at selected intersections, including project selection for actual implementation.*

Background

Each year, as more and more roundabouts are planned and constructed around Minnesota and Wisconsin, discussion arises about where a modern roundabout might be constructed in the Duluth-Superior area. This area does not build many new roads; therefore, this study will examine retrofitting existing intersections. This feasibility study will specify the type and design of the roundabout, as well as the steps that are needed to be undertaken in order to build one. Concerns about construction, maintenance, and the movement of emergency response vehicles will also be addressed.

Major Work Activities

- Review crash, level of service, and average daily traffic data for intersections.
- Identify physical and geometric issues with intersection sites.
- Conduct a public education component, including the involvement of the general public and both elected officials and staff (EMS, police & fire).
- Examine intersection travel patterns, include peak hour traffic, volume of truck traffic, and bicycle and pedestrian usage.
- Develop recommendations and identify potential funding sources.
- Review MnDOT's Intersection Control Evaluation (ICE) Model.

Final Product

A scoping study of intersections within the Duluth-Superior metropolitan area that are best suited for a roundabout, based on existing daily traffic, crash rates, physical and geometric conditions and/or limitations, rights-of-way and speed data, and other traffic and land use considerations.

Budget

\$ 51,700 CY 2010

METROPOLITAN BICYCLE ROUTE PLANNING (MIC Area)

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

Background

The MIC adopted the Duluth-Superior Metropolitan Bikeways Plan in 1994. That plan outlined various policies and recommendations for physical facilities, education, and enforcement, all of which would improve the bicycle environment in the Duluth-Superior Metropolitan area. The MIC has been very assertive in implementing bicycle improvements from the original Bikeways Plan. This Bicycle Planning element will allow for MIC staff time to further coordinate various bicycle improvements throughout the metropolitan area.

Major Work Activities

- Continue Bicycle Compatibility Index (BCI) bike route modeling for Phase 3 of a completely signed bike route in Superior and outlying townships.
- Initiate work on a Comprehensive MIC Area Trails Plan that will focus on a GIS end product; deficiencies in network to be identified.
- Assist local jurisdictions in grant writing, coalition building and public participation to acquire creative funding for bicycle projects identified in the Bike Plan, and from BCI bike route modeling efforts.
- Ongoing administration and coordination for continued work to update the Duluth Superior Metropolitan Bike Map, to coordinate additional printings, and possibly to acquire financial partners to help fund additional reprinting and distribution of the map.
- Identify proper type and location of bicycle racks within the downtown of Duluth. Gain support from the business community as to type and location.
- Providing administration and coordination efforts to identify and fund a Downtown Duluth to Munger Trail Connection linkage.
- Participating in ad hoc committees as needed regarding bicycle planning and implementation projects as necessary.
- Conduct Community Impact Assessment and Environmental Justice Analysis.
- Act as a bicycle liaison between the various municipalities and the bike-riding public to promote bicycles as an alternative transportation mode.
- Begin work by 2009 of the overall Metropolitan Bikeways Plan last updated in 1998 (original work 1994).

METROPOLITAN BICYCLE ROUTE PLANNING, continued

Final Product

Products vary depending on the specific tasks within this element. Some tasks are purely administrative or coordination in nature. Projects ongoing through 2009 and 2010.

Budget

\$ 40,600 CY 2009

\$ 50,300 CY 2010

MIC PLAN IMPLEMENTATION (MIC Area)

Objective: *To continue prior planning efforts of the MIC toward implementation of plan recommendations for the various MIC jurisdictions.*

Major Work Activities

Budget for the two-year period is similar to prior years as the MIC has had success with implementation activities for its previously completed plans. Although a stand-alone project is not warranted for each project noted below, member jurisdictions often count on the staff for follow-up actions. Projects are determined according to a multimodal approach as outlined in the MIC's Long Range Plan. The end Final Product will consist of a plan update or status report assessing current needs and/or tasks accomplished toward objectives identified in a prior MIC plan.

Pedestrian

- Duluth and Superior Sidewalk Plan Initiatives
- Duluth and Superior – Safe Routes to School Plan(s)

Roadway

- Duluth – Duluth Heights - Hwy 53 Miller Hill Improvement Plan

Port / Harbor / Airport

- Duluth and Superior Port Development Plans (including USX site in Gary – New Duluth)
- Erie Pier Management Plan
- Metropolitan Rail Plan and Intermodal Plan including assistance toward the Twin Cities – Twin Ports Passenger Rail Initiative

Livable Communities

- Munger Trail Plan
- Proctor-Hermantown Extension from the Munger Trail
- Proctor Comprehensive Plan

Final Product

Implementation status report for each project, above, will include specific timeline as decided by the Policy Board at start of project.

Budget

\$ 42,400	CY 2009
\$ 51,300	CY 2010

HARBOR PLANNING AND COORDINATION (Duluth and Superior)

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

Major Work Activities

- Provide primary staff support for the MIC's Harbor Technical Advisory Committee (HTAC).
- Provide a forum for interagency discussion and cooperation on harbor business and environmental interests.
- Provide support and staff time toward the revision of the Dredge Material Management Plan (DMMP) for the ports of Duluth and Superior.
- Advocate for port use and improvements.
- Monitor the Duluth – Superior Harbor Interagency Partnering Agreement.
- Seek additional funding sources to supplement work activities.
- Staff HTAC subcommittees (Brownfields, Dredging, Modeling, Advocacy, Superior and Duluth Port Land Use Plans).
- Report HTAC activities to the MIC Policy Board.

Final Product

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

Budget

\$ 34,300 CY 2009
\$ 40,300 CY 2010

FREIGHT PLANNING AND COORDINATION (Duluth and Superior)

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

Major Work Activities

- Provide a forum for interagency discussion and cooperation that will lead to a multi-partner effort on a regional freight study; ideally by the summer of 2008.
- Document the existing freight system in northeast MN and northwest WI including facilities, service levels and current and projected commodity flows.
- Identify existing and projected needs to the freight network in the region.
- Examine the “last mile” connectors that can be barriers to movements; look at regional and local needs as identified in prior studies (including MIC plans).
- Strengthen freight considerations in project planning and investment decisions.
- Identify the infrastructure impacts and economic vitality of goods movements within the study area.
- Identify “superload” (oversize and overweight) corridors out of the port of Duluth for all major routes out of the metropolitan area.
- Work with diverse technical committee and project steering committee throughout the planning process.
- Focal points to include in analysis are connections from the harbor to the airport via rail and overall assessment of the increasing air freight role in goods movement for the Duluth-Superior area.

Final Product

MnDOT, together with the MIC, will oversee the Northern MN/Northwest WI Freight Plan and work with a consultant chosen to conduct the detailed work not incorporated into the MIC's capabilities. The final product will be a compilation of freight need assessments in the region together with an implementation plan. Work to begin in the summer of 2008 with anticipated completion in summer 2009. Funding for the consultant portion of this project includes a \$200,000 contribution from MnDOT and \$50,000 from the MIC's 2009 budget total. Freight planning efforts in 2010 will focus on implementation measures identified within the final Freight Plan.

Budget

\$ 90,000	CY 2009
\$ 39,000	CY 2010

TRANSIT PROGRAM ADMINISTRATION, COORDINATION AND MONITORING

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

Major Work Activities

Program Administration

- Provide staff support for the DTA at meetings of the MIC and its advisory committees.
- Prepare / attend regular meetings of the DTA Board of Directors and other ad hoc meetings with DTA staff.
- Provide regular progress reports on transit planning activities to ARDC, Northwest RPC and state and federal agencies.
- Complete quarterly invoices / progress reports for submittal to state and federal agencies.
- Attend regular meetings of the DTA STRIDE Advisory Committee (elderly and disabled service).
- Assist DTA with strategic planning initiatives.
- Assist DTA on development and implementation of marketing initiatives.
- Process DTA's random drug testing list for its employees.
- Assist the DTA with ADA issues.

Special Projects – Short Range

- **City of Superior Route Analysis** – Examine potential of a dial-a-ride system within the city versus the current fixed route system.
- **Transit Vision Update** – Conduct task work on update of long range plan for DTA.
- **Commercial Site Design Review** – Examine the potential for transit access into commercial developments; examine process at “front-end” of discussions.
- **DTA Ridership Survey** – Conduct and perform analysis for an on-board ridership survey.

Budget

\$ 30,600	CY 2009
\$ 40,300	CY 2010

Long Range Planning Projects

LONG RANGE PLANNING & COORDINATION

Objective: *To compile the short and long-term goals and objectives for transportation in the Twin Ports Region. The major work element is the update of the MIC's Long Range Transportation Plan (LRTP) through 2035. Tasks will be conducted with a target of the fall of 2009 to make the LRP fully SAFETEA-LU compliant. Improvements to the travel demand model are conducted on an on-going basis; staff will continue to refine the model via smaller data efforts. We will also update the Transportation System Management (TSM) Plan with crash data, as available. In addition, small general studies benefiting the entire MPO area are included in this element, including the development of a Pavement Quality Index for the Minnesota side of the urbanized area.*

Major Work Activities

Focus areas for the Long Range Transportation Plan Update 2035 are highlighted below. We are scheduled for a complete plan update by September of 2009, with specific tasks to include:

- **Incorporate updates to the LRP:** Make the LRP fully SAFETEA-LU compliant. A focus will be on expanding the performance measures component of the plan, with state and federal guidance. The MIC's freight planning efforts will also be incorporated as part of the LRTP updates.
- **Update air quality criteria for hot spot analysis:** Quantitative data is needed to determine the busiest intersections in the metro areas to correspond with MPCA guidance.
- **Update the Travel Demand Model:** Using available Census Transportation Planning Package (CTPP) information, Census demographic information, American Community Survey, land use scenarios and other data, update the travel demand model. This will include work for the TAZ Update procedures.
- **Geographic Information Systems (GIS):** The MIC will continue to update various themes within our database, in particular, updating utilities within the metropolitan area. Water, sewer and storm water lines will be a focus. These are important to the MIC's continuing work at examining metropolitan growth impacts.

LONG RANGE PLANNING & COORDINATION, continued

The following projects are “stand-alone” in nature. As feasible, the data from these separate reports will be incorporated into the LRP.

- **Pavement Quality Index (MN):** The MIC will collect and develop a comprehensive database of pavement qualities starting with the MN side of the urbanized area. We will use this information with existing data that area jurisdictions may have toward more informed investment decisions.
- **Metropolitan Speed Studies (Selected Corridors):** In order to enhance our database for the area wide roadway network, the MIC will begin to conduct 85th percentile speed limit studies across the MIC area focusing on the classified system. This data, similar to the crash analysis database, will assist in various future planning efforts.
- **Update to MN MIC Area Aerial Photography:** The MIC will be exploring options for updating the area wide aerial photo database, last conducted via flyover in 2001. At that time, the MIC contributed \$25,000 to the approximately \$140,000 total cost of this project. Though not yet finalized, the MIC would again contribute monetarily toward this product, one that we intend to use continually in our planning efforts. However, options will also be explored whereby the MIC is able to use existing aerial imagery conducted by MIC jurisdictions and made available to us at a minimal (or no) cost.
- **Transportation System Management (TSM) Report:** With this report complete, the MIC will continue to update data for corridors periodically over the Work Program timeframe.

Final Product

Studies will be conducted throughout 2009 and 2010 and either incorporated into the LRTP or conducted as “stand-alone” projects.

Budget

\$ 157,900	CY 2009
\$ 115,700	CY 2010

Transportation Improvement Program

2010 – 2013 TRANSPORTATION IMPROVEMENT PROGRAM / AIR QUALITY (CY 2009)

2011 – 2014 TRANSPORTATION IMPROVEMENT PROGRAM / AIR QUALITY (CY 2010)

Objective: *To develop the Minnesota and Wisconsin components of the MIC area's Transportation Improvement Program (TIP) for submission to federal and state sources. The MPO is charged with developing and promoting programs and projects that best meet the needs of the regional transportation network.*

Major Work Activities

- Ensure that federal investments are tied to planning, priorities and policies as defined in the MIC's current Long Range Transportation Plan.
- Solicit and prioritize candidate projects and assist MnDOT with Area Transportation Partnership (ATP) as member of steering committee and work group.
- Conduct consultation with Minnesota Pollution Control Agency.
- Conduct consultation with the Duluth Transit Authority.
- Perform air quality analysis (conformity determination) per Environmental Protection Agency conformity rules.
- Participate on Air Quality Interagency Task Force.
- Provide public input opportunity.
- Prepare a fiscally constrained document.
- Meet with member jurisdictions to discuss possible project submittals.
- Complete all federal requirements pertaining to TIP development including relating TIP projects to the eight federal planning factors.
- Transmit approved TIP to federal and state agencies.
- Amend TIP as necessary in response to changes in project schedules / scopes.

Final Product

Each state's TIP will follow a schedule as determined by the state Departments of Transportation (MnDOT and WisDOT) each year.

Budget

\$ 38,700 CY 2009

\$ 39,800 CY 2010

MIC Administration

PROGRAM ADMINISTRATION, COORDINATION AND MONITORING

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

Major Work Activities

Program Administration

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

Program Coordination

- Consult with all MIC area levels of government.
- Conduct Mid-year review meeting with state and federal agencies (tentative date for 2009 – July 15).
- Track and/or respond to federal and state transportation issues.
- Cooperate with ARDC staff and all MPO jurisdictions with regard to GIS activities.
- Produce transportation project news releases / media contact as needed.
- Prepare and conduct ad hoc meetings to promote transportation initiatives.

Work Program Development & Monitoring

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

Statewide and District Planning

- Attend ad hoc transportation and transit meetings (statewide and local).
- Assist Departments of Transportation in statewide planning efforts. For the Minnesota DOT, this includes assisting with implementation and participating in the development of modal and corridor plans and studies as appropriate. For the Wisconsin DOT, this includes work with the technical model users group as they develop applications of the TP+/CUBE travel demand model. Also, the MIC will

assist the Wisconsin DOT in finalization of the *Connections 2030*, the state's comprehensive long range multimodal transportation plan.

Training, Workshops and Conferences

- Attend WISDOT and MNDOT statewide MPO Director's meetings as pre-scheduled.
- Attend various statewide functions or workshops relevant to the MIC.
- Attend the 2010 TRB-Small and Medium-Sized Communities Conference and the annual TRB Conference in Washington, DC.
- Attend workshops that promote staff development. These will take the form of computer software training, personal writing, and speaking courses or similar presentation skills training.
- Participate on Association of Metropolitan Planning Organization (AMPO)'s Technical Planning Committee.
- Attend select National Association of Development Organizations (NADO) workshops and conferences.

Final Product

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

Budget

\$ 265,900	CY 2009
\$ 274,600	CY 2010

2009 - 2010 Work Program Budget

MIC Unified Transportation Planning Work Program
2009 FUNDING SOURCES

Minnesota

Consolidated Planning Grant (CPG – Minnesota)	\$ 618,719
Minnesota State Funds (MnDOT)	\$ 71,205
Arrowhead Regional Development Commission (ARDC) - Match	\$101,276
MINNESOTA TOTAL	<u>\$ 791,200</u>

Wisconsin

Federal Highway Administration (CPG -Wisconsin)	\$ 68,000
Wisconsin State Funds (CPG Match-WisDOT)	\$ 8,500
Northwest Regional Planning Commission (Local Match-NWRPC)	\$ 8,500
WISCONSIN TOTAL	<u>\$ 85,000</u>

WISCONSIN + MINNESOTA FUNDING TOTALS **\$ 876,200**

2009 COST SHARE ALLOCATION
-- Minnesota Portion --

Program Element	Total Costs	MN-CPG Funds	MN State Match	MN Local Match
Short Range Planning	\$373,567	\$292,130	\$33,620	\$47,817
UMD/CSS Transportation Study				
East 2 nd Street Access Management Plan				
I-535/USH 53 Blatnik Bridge Study				
Kirkus Street Corridor Plan				
Superior Urban Area Growth Study				
Metropolitan Bike Route Planning				
MIC Plan Implementation				
Harbor Planning				
Freight Planning and Coordination				
Transit Planning				
Long Range Planning	\$142,582	\$111,499	\$12,832	\$18,251
Long Range Planning / Coordination				
Transportation Improvement Program (TIP)	\$34,946	\$27,328	\$3,145	\$4,473
2010 - 2013 Duluth Area TIP				
Administration	\$240,105	\$187,762	\$21,609	\$30,734
MIC Administration / Coordination				
GRAND TOTALS*	\$791,200	\$618,719	\$71,205	\$101,276

Rounding results in some totals off by \$ 1.

2009 COST SHARE ALLOCATION
-- Wisconsin Portion --

Program Element	Total Costs	WI-CPG Funds	WI-CPG State Match	WI-CPG Local Match
Short Range Planning	\$40,132	\$32,106	\$4,013	\$4,013
UMD/CSS Transportation Study				
East 2 nd Street Access Management Plan				
I-535/USH 53 Blatnik Bridge Study				
Kirkus Street Corridor Plan				
Superior Urban Area Growth Study				
Metropolitan Bike Route Planning				
MIC Plan Implementation				
Harbor Planning				
Freight Planning and Coordination				
Transit Planning				
Long Range Planning	\$15,318	\$12,254	\$1,532	\$1,532
Long Range Planning / Coordination				
Transportation Improvement Program (TIP)	\$3,754	\$3,003	\$376	\$375
2010 - 2013 Superior Area TIP				
Administration	\$25,795	\$20,636	\$2,579	\$2,580
MIC Administration / Coordination				
GRAND TOTALS*	\$85,000	\$68,000	\$8,500	\$8,500

Rounding results in some totals off by \$ 1.

**2009 COST SHARE ALLOCATION PERCENTAGES
Combined MN/WI**

	Total (MN/WI)	MN - CPG	MN - ST	MN - L	WI - FHWA	WI - ST	WI - L
Short Range Planning	\$ 413,700	\$ 292,130	\$ 33,619	\$ 47,817	\$ 32,106	\$ 4,013	\$ 4,013
	100.00%	70.61%	8.13%	11.56%	7.76%	0.97%	0.97%
Long Range Planning	\$ 157,900	\$ 111,499	\$ 12,832	\$ 18,251	\$ 12,254	\$ 1,532	\$ 1,532
	100.00%	70.61%	8.13%	11.56%	7.76%	0.97%	0.97%
TIP	\$ 38,700	\$ 27,328	\$ 3,145	\$ 4,473	\$ 3,003	\$ 376	\$ 375
	100.00%	70.61%	8.13%	11.56%	7.76%	0.97%	0.97%
Administration	\$ 265,900	\$ 187,762	\$ 21,609	\$ 30,734	\$ 20,636	\$ 2,579	\$ 2,580
	100.00%	70.61%	8.13%	11.56%	7.76%	0.97%	0.97%
TOTALS	\$ 876,200	\$ 618,719	\$ 71,205	\$ 101,276	\$ 68,000	\$ 8,500	\$ 8,500
	100.00%	70.61%	8.13%	11.56%	7.76%	0.97%	0.97%

Duluth – Superior Metropolitan Interstate Council

2009 MIC TRANSPORTATION PLANNING PROGRAM ELEMENTS

Project Type	Project Name	Hours	Salaries	Fringe	Indirect	Direct	Totals
Short Range							
City of Duluth	UMD/CSS Transportation Study	650	\$ 16,596	\$ 7,726	\$ 9,242	\$ 1,636	\$ 35,200
City of Superior	East 2 nd Street Access Management Plan	675	\$ 14,150	\$ 6,473	\$ 7,837	\$ 3,441	\$ 31,900
City of Superior	I-535/USH 53 Blatnik Bridge Study	775	\$ 15,361	\$ 7,054	\$ 8,517	\$ 15,769	\$ 46,700
City of Proctor	Kirkus Street Corridor Plan	550	\$ 11,718	\$ 5,465	\$ 6,529	\$ 2,588	\$ 26,300
MIC Wisconsin	Superior Urban Area Growth Study	700	\$ 15,895	\$ 7,630	\$ 8,939	\$ 3,236	\$ 35,700
MIC Area-wide	Metropolitan Bike Route Planning	800	\$ 15,921	\$ 7,323	\$ 8,833	\$ 8,524	\$ 40,600
MIC Area-wide	MIC Plan Implementation	850	\$ 19,250	\$ 8,921	\$ 10,705	\$ 3,525	\$ 42,400
MIC Area-wide	Harbor Planning	575	\$ 14,642	\$ 6,868	\$ 8,174	\$ 4,617	\$ 34,300
MIC Area-wide	Freight Planning and Coordination	700	\$ 19,274	\$ 9,251	\$ 10,839	\$ 50,636	\$ 90,000
MIC Area-wide	Transit Planning	575	\$ 13,003	\$ 6,082	\$ 7,252	\$ 4,264	\$ 30,600
	SUB TOTAL	6,850	\$ 155,810	\$ 72,793	\$ 86,867	\$ 98,236	\$ 413,700
Long Range							
MIC Area-wide	Long Range Planning / Coordination	2,275	\$ 49,883	\$ 23,065	\$ 27,720	\$ 57,234	\$ 157,900
TIP							
MN and WI	Transportation Improvement Program	600	\$ 12,767	\$ 5,968	\$ 7,119	\$ 12,845	\$ 38,700
Administration							
MIC Area-wide	MIC Administration / Coordination	4,000	\$ 109,235	\$ 52,273	\$ 61,373	\$ 43,020	\$ 265,900
	GRAND TOTAL*	13,725	\$ 327,695	\$ 154,099	\$ 183,079	\$ 211,335	\$ 876,200

Rounding results in some totals off by \$ 1.

MIC Unified Transportation Planning Work Program**2010 FUNDING SOURCES****Minnesota**

Consolidated Planning Grant (CPG – Minnesota)	\$ 579,119
Minnesota State Funds (MnDOT)	\$ 71,205
Arrowhead Regional Development Commission (ARDC) - Match	\$ 91,376
MINNESOTA TOTAL	<u>\$ 741,700</u>

Wisconsin

Federal Highway Administration (CPG -Wisconsin)	\$ 68,000
Wisconsin State Funds (CPG Match-WisDOT)	\$ 8,500
Northwest Regional Planning Commission (Local Match-NWRPC)	\$ 8,500
WISCONSIN TOTAL	<u>\$ 85,000</u>

WISCONSIN + MINNESOTA FUNDING TOTALS	<u>\$ 826,700</u>
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**2010 COST SHARE ALLOCATION
-- Minnesota Portion --**

Program Element	Total Costs	MN-CPG Funds	MN State Match	MN Local Match
Short Range Planning	\$355,823	\$277,826	\$34,160	\$43,837
Kirkus Street Corridor Plan				
Superior Urban Area Growth Study				
Central Entrance Corridor Study				
Roundabout Site Feasibility Study				
Metropolitan Bicycle Route Planning				
MIC Plan Implementation				
Harbor Planning and Coordination				
Freight Planning and Coordination				
Transit Planning				
Long Range Planning				
Long Range Planning / Coordination	\$103,803	\$81,050	\$9,965	\$12,788
Transportation Improvement Program (TIP)				
2011 - 2014 TIP	\$35,708	\$27,881	\$3,428	\$4,399
Administration				
MIC Administration / Coordination	\$246,366	\$192,362	\$23,652	\$30,352
GRAND TOTALS*	\$741,700	\$579,119	\$71,205	\$91,376

Rounding results in some totals off by \$ 1.

2010 COST SHARE ALLOCATION
-- Wisconsin Portion --

Program Element	Total Costs	WI-CPG Funds	WI-CPG State Match	WI-CPG Local Match
Short Range Planning	\$40,778	\$32,622	\$4,078	\$4,078
Kirkus Street Corridor Plan				
Superior Urban Area Growth Study				
Central Entrance Corridor Study				
Roundabout Site Feasibility Study				
Metropolitan Bicycle Route Planning				
MIC Plan Implementation				
Harbor Planning and Coordination				
Freight Planning and Coordination				
Transit Planning				
Long Range Planning				
Long Range Planning / Coordination	\$11,897	\$9,517	\$1,190	\$1,190
Transportation Improvement Program (TIP)				
2011 - 2014 TIP	\$4,092	\$3,274	\$409	\$409
Administration				
MIC Administration / Coordination	\$28,233	\$22,587	\$2,823	\$2,823
GRAND TOTALS*	\$85,000	\$68,000	\$8,500	\$8,500

Rounding results in some totals off by \$ 1.

**2010 COST SHARE ALLOCATION PERCENTAGES
Combined MN/WI**

	Total (MN/WI)	MN - CPG	MN - ST	MN - L	WI - FHWA	WI - ST	WI - L
Short Range Planning	\$ 396,600	\$ 277,826	\$ 34,160	\$ 43,837	\$ 32,622	\$ 4,078	\$ 4,078
	100.00%	70.05%	8.61%	11.05%	8.23%	1.03%	1.03%
Long Range Planning	\$ 115,700	\$ 81,050	\$ 9,965	\$ 12,788	\$ 9,517	\$ 1,190	\$ 1,190
	100.00%	70.05%	8.61%	11.05%	8.23%	1.03%	1.03%
TIP	\$ 39,800	\$ 27,881	\$ 3,428	\$ 4,399	\$ 3,274	\$ 409	\$ 409
	100.00%	70.05%	8.61%	11.05%	8.23%	1.03%	1.03%
Administration	\$ 274,600	\$ 192,362	\$ 23,652	\$ 30,352	\$ 22,587	\$ 2,823	\$ 2,823
	100.00%	70.05%	8.61%	11.05%	8.23%	1.03%	1.03%
TOTALS	\$ 826,700	\$ 579,119	\$ 71,205	\$ 91,376	\$ 68,000	\$ 8,500	\$ 8,500
	100.00%	70.05%	8.61%	11.05%	8.23%	1.03%	1.03%

Duluth – Superior Metropolitan Interstate Council

2010 MIC TRANSPORTATION PLANNING PROGRAM ELEMENTS

Project Type	Project Name	Hours	Salaries	Fringe	Indirect	Direct	Totals
Short Range							
City of Proctor	Kirkus Street Corridor Plan	750	\$ 17,065	\$ 7,951	\$ 9,506	\$ 2,678	\$ 37,200
MIC Wisconsin	Superior Urban Area Growth Study	850	\$ 18,959	\$ 8,940	\$ 10,602	\$ 2,500	\$ 41,000
City of Duluth	Central Entrance Corridor Plan	775	\$ 20,736	\$ 9,794	\$ 11,601	\$ 3,369	\$ 45,500
MIC Area-wide	Roundabout Feasibility Study	800	\$ 17,693	\$ 8,333	\$ 9,890	\$ 15,785	\$ 51,700
MIC Area-wide	Metropolitan Bike Route Planning	950	\$ 20,665	\$ 9,600	\$ 11,501	\$ 8,535	\$ 50,300
MIC Area-wide	MIC Plan Implementation	1000	\$ 23,614	\$ 11,015	\$ 13,159	\$ 3,513	\$ 51,300
MIC Area-wide	Harbor Planning	750	\$ 18,294	\$ 8,461	\$ 10,167	\$ 3,378	\$ 40,300
MIC Area-wide	Freight Planning and Coordination	650	\$ 18,024	\$ 8,652	\$ 10,137	\$ 2,188	\$ 39,000
MIC Area-wide	Transit Planning	775	\$ 17,774	\$ 8,372	\$ 9,936	\$ 4,218	\$ 40,300
	SUB TOTAL	7,300	\$ 172,824	\$ 81,118	\$ 96,499	\$ 46,164	\$ 396,600
Long Range							
MIC Area-wide	Long Range Planning / Coordination	1,725	\$ 37,090	\$ 16,845	\$ 20,495	\$ 41,271	\$ 115,700
TIP							
MN and WI	Transportation Improvement Program	650	\$ 13,851	\$ 6,409	\$ 7,698	\$ 11,842	\$ 39,800
Administration							
MIC Area-wide	MIC Administration / Coordination	4,050	\$ 113,472	\$ 54,307	\$ 63,756	\$ 43,065	\$ 274,600
	GRAND TOTAL*	13,725	\$ 337,237	\$ 158,679	\$ 188,448	\$ 142,342	\$ 826,700

Rounding results in some totals off by \$ 1.

Appendix

DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

RESOLUTION 08-10

Adopting the CY 2009 and 2010 Metropolitan Interstate Council Unified Planning Work Program and Budget and Recommending that the Arrowhead Regional Development Commission Authorizes Entering into Contracts with the Minnesota and Wisconsin Departments of Transportation for Support of the MIC Transportation Planning Work Program for 2009 and 2010.

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

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

WHEREAS, the MIC 2009 – 2010 Transportation Planning Work Program and Budget has been approved by the MIC Policy Board, with input from its Transportation Advisory Committee (TAC) and public involvement process as well as from MnDOT, WisDOT, NWRPC, the Duluth Transit Authority (DTA) and MIC area jurisdictions; and

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

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

WHEREAS, in accordance with 23 CFR 450.334, the Duluth-Superior Metropolitan Interstate Council hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303-5306;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d));
3. Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by the State of Wisconsin under 23 U.S.C 140 and 29 U.S.C. 794;

(Insert Signed Page Here)

4. Section 1101(b) of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (Pub. L. 109-59) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded planning projects (Sec. 105 (f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23); and the provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and U.S. DOT regulations “Transportation for Individuals with Disabilities” (49 CFR Parts 27, 37, and 38);

NOW, THEREFORE, BE IT RESOLVED that the MIC adopts the Calendar Year 2009-2010 Work Program and Budget and recommends that the Arrowhead Regional Development Commission authorizes entering into contracts with the Minnesota and Wisconsin Departments of Transportation for support of the MIC Transportation Planning Work Program for 2009 and 2010. All contracts shall be consistent with ARDC’s budget and personnel limitations and subject to legal counsel review.

ATTEST:

Nick Baker
Wisconsin MIC Co-Chair

Andy Peterson
Minnesota MIC Co-Chair

Ron Chicka
MIC Director

December 10, 2008
Date

(Insert Signed Page Here)

**ARROWHEAD REGIONAL DEVELOPMENT COMMISSION
BOARD OF DIRECTORS
RESOLUTION**

Authorization to Enter into Agreements with the Minnesota Department of Transportation and the Northwest Regional Planning Commission for Federal and State Planning Funds for Support of Work Program Activities by the Metropolitan Interstate Council for Calendar Years 2009 and 2010

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

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

WHEREAS, the MIC 2009 -2010 Transportation Planning Work Program and Budget has been approved by the MIC Policy Board, with input from its Transportation Advisory Committee (TAC), MnDOT, WisDOT, NWRPC, the Duluth Transit Authority (DTA) and MIC area jurisdictions; and

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

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

NOW, THEREFORE BE IT RESOLVED, that the ARDC Board authorizes its Chair and Executive Director to enter into agreements with MnDOT and Northwest Regional Planning Commission (NWRPC) for support of the MIC's Transportation Planning Work Program for 2009 and 2010. All contracts shall be consistent with ARDC's budget and personnel limitations and subject to legal counsel review.

Chair

Executive Director

Officer

December 18, 2008

Date

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