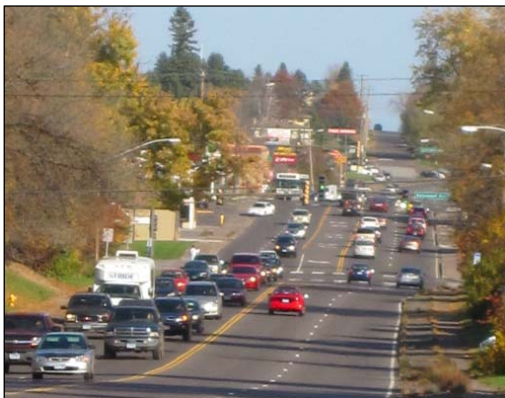


Duluth-Superior
Metropolitan Interstate Council



2011 - 2012
Unified Transportation Planning
Work Program and Budget



December 2010

Duluth-Superior
Metropolitan Interstate Council
2011 - 2012
UNIFIED TRANSPORTATION PLANNING
WORK PROGRAM AND BUDGET
December 2010



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



www.dsmic.org
221 West First Street
Duluth, MN 55802

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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 2010

MIC Policy Board	Transportation Advisory Committee
Broc Allen – Douglas Co. Suburban Townships	Jim Foldesi – St. Louis County (<i>Chair</i>)
Keith Allen – Douglas County Board	Chuck Froseth – City of Duluth Planning
Ed Anderson – City of Superior Citizen Rep	Jeff Goetzman – City of Superior
Nick Baker – Douglas County Board (<i>WI Co-chair</i>)	Paul Halverson – Douglas County
Warren Bender – Superior Common Council	Bryn Jacobson – Bike/Pedestrian Rep
Wayne Boucher – City of Hermantown	Dennis Jensen – Duluth Transit Authority
Tony Cuneo – Duluth City Council	Denny Johnson – MnDOT
Earl Elde – St. Louis County Suburban Townships	Walter Leu – MnDOT
Troy Foucault – City of Proctor	Cari Pedersen – City of Duluth Engineering
Kerry Gauthier – Duluth City Council	Cindy Petkac – City of Duluth Planning
Melanie Hendrickson – Duluth Transit Authority	Heather Rand – MN Dept. of Economic Dev.
Denise McDonald – Superior Common Council	Jim Rohweder – City of Proctor
Kay McKenzie – Douglas County Board	Brian Ryks – Duluth Airport Authority
Cindy Moe – St. Louis Co. Suburban Townships	David Salo – City of Hermantown
David Montgomery – Duluth Citizen Rep	Jason Serck – City of Superior (<i>Vice Chair</i>)
Dan Olson – Superior Common Council	Jim Sharrow – Duluth Seaway Port Authority
Steve O’Neil – St. Louis County (<i>MN Co-chair</i>)	Cindy Voigt – City of Duluth Engineering
Jim Paine – Douglas County Board	Dena Young – WisDOT
MIC Staff - ARDC	MIC Staff - NWRPC
Ron Chicka, MIC Director	Sheldon Johnson, MIC Deputy Director
James Gittemeier, Planner	
Robert Herling, Planner	
Beth Krebsbach, Administrative Assistant	
Andy McDonald, Principal Planner	
Kody Thurnau, GIS Specialist	
Rondi Watson, Planning Assistant	
* <i>Project Lead</i> ** <i>Project Contributor</i>	

Duluth-Superior Metropolitan Interstate Council
2011 - 2012 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.*

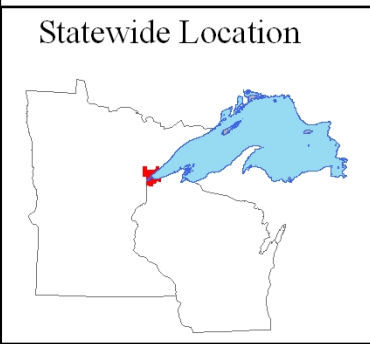
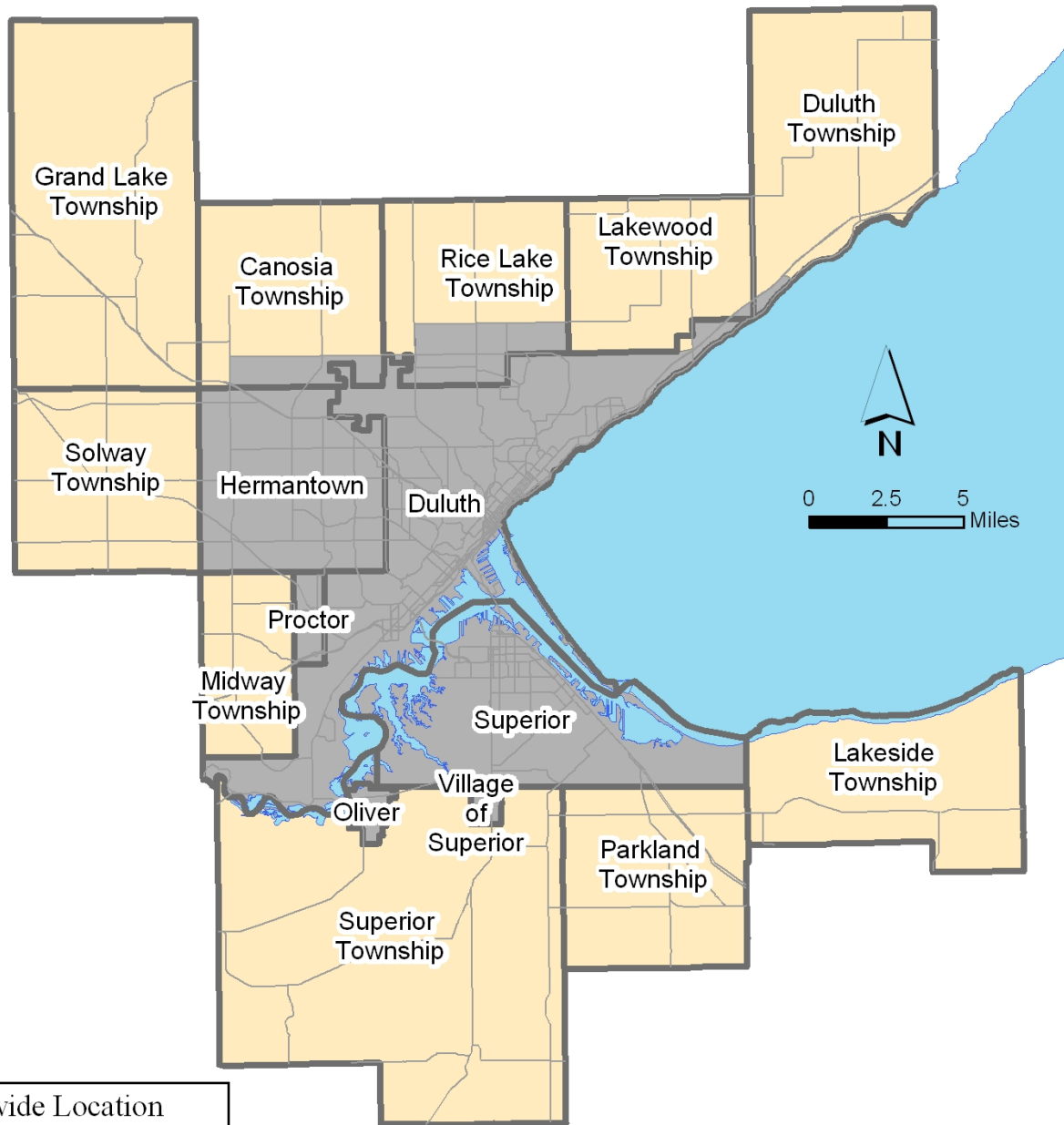
PURPOSE & OBJECTIVES:

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 respond** to the social, economic and environmental interests of the region by conducting an area-wide transportation planning process that seeks out and incorporates the expressed needs and concerns of the area's residents, groups, units of government and affected agencies.



Legend

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

MIC Planning Area



Short Range Planning Projects

CENTRAL ENTRANCE (HWY 194) CORRIDOR STUDY

Objective: *Building upon the recently completed small area plan done by the City of Duluth for Central Entrance and the Miller Hill area that identifies the preferred land uses for this corridor, the transportation network will be re-examined. A more balanced transportation system is envisioned for this area.*

Background

The City of Duluth completed a Small Area Plan for Central Entrance and Miller Hill in September 2009. The City's vision for the Central Entrance area includes better pedestrian amenities as well as improved vehicle access to area businesses to become the "Main Street" for the Duluth Heights neighborhood. 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 and the revised zoning code. The requirements of all modes of movement should be examined.

Our analysis would build upon recommendations from the City of Duluth 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 to work toward short-term mitigation measures.

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.
- Potential 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.
- Conduct proper public input techniques.
- Document environmental justice component.

- Provide recommendations that may include pedestrian and transit improvements, 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 improved transportation consistent with proposed land uses in the Central Entrance corridor. Study initiation in 2010; completion date September 2011.

Budget

\$ 72,200 CY 2011

DULUTH SRTS SITE ASSESSMENT

Objective: *To assess each new and reconstructed Duluth school to ensure each site adequately provides for safe passage to school for students, teachers, parents, staff, visitors and the surrounding community.*

Background

In 2006, the MIC worked with a diverse group of stakeholders to identify obstacles along primary routes to school and to propose recommendations to improve safety for five walkable urban schools in Duluth. Since the time of this study, the Duluth School District adopted a new Long Range Facilities Plan. This plan, currently being implemented, calls for the reconstruction of some sites, new construction and closing down existing schools in the next three years. The new and revamped schools begin opening next year, fall 2011. Therefore, due to the significant change in school sites, another assessment of the schools sites in Duluth is needed. Furthermore, with the site designs nearly set, it is necessary to examine anticipated traffic flows, automobile, bus, pedestrians and bicyclists to and from the school sites.

Major Work Activities

- Organize a steering committee comprised of community stakeholders.
- To revise and collect where missing pertinent background information including to: sidewalks (condition, continuity and obstacles), bike routes and street network conditions surrounding schools.
- Identify safety issues around schools through field observations.
- To devise recommendations which will improve pedestrian and bicycle safety access to Duluth schools.
- Identify costs and potential funding sources.

Final Product

Final product will be a series of school site assessment reports that will describe the existing and potential issues as well as a prioritized list of recommended improvements for the surrounding built environment. Study initiation in 2010; completion date September 2011.

Budget

\$ 43,000 CY 2011

DULUTH SIDEWALK INVENTORY UPDATE

Objective: *To update the 2002 comprehensive inventory of the sidewalk system for the City of Duluth in order to promote improved pedestrian movement.*

Background

The MIC undertook a comprehensive sidewalk inventory for the City of Duluth in 2002. This study examined the surface condition of the sidewalks as well as system gaps. Since then, the City of Duluth has added or improved some sidewalks, while additional concerns have been raised by a number of citizens and elected officials regarding ADA standards, snow removal, overgrown vegetation, and other hazards. In addition, community groups (Community Action Duluth and Fit City Duluth) and initiatives (Safe and Walkable Hillside Project) have called for further analysis of the city's sidewalk network as part of their own strategic planning processes.

Major Work Activities

- Re-assessing prior inventory's attributes and methodology used.
- Adding new sidewalk infrastructure into GIS inventory.
- Validating information in existing inventory (remotely/on-the ground).
- Adding additional ADA information.
- Re-determining sidewalk quality ratings based on additional information.
- Identifying priority pedestrian corridors for the City of Duluth to utilize in determining capital improvement investments for sidewalk preservation and maintenance.

Final Product

An updated GIS database and sidewalk inventory. Project initiation in 2010; completion date December 2011.

Budget

\$ 40,000 CY 2011

DULUTH AREA ROUNDABOUT SITE PRELIMINARY DESIGN

Objective: *Examine an intersection selected from the 2011 roundabout site assessment (p. 13) to work with a consultant on facility design.*

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 preliminary design 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, along with elected officials and staff (EMS, police & fire).
- Review MnDOT's Intersection Control Evaluation (ICE) Model.
- Examine intersection travel patterns; include peak hour traffic, volume of truck traffic, and bicycle and pedestrian usage.
- Hire and work with a consultant to develop a preliminary roundabout design and identify potential funding sources.

Final Product

Preliminary design for an intersection within the Duluth-Superior metropolitan area that is best suited for a roundabout, and identification of potential funding sources, to be finished by December 2011.

Budget

\$ 79,800 CY 2012

LINCOLN PARK MULTIMODAL TRANSPORTATION ASSESSMENT

Objective: *To provide the City of Duluth an assessment of current multimodal transportation issues, by updating the 2002 version of this study to accommodate recent land use changes in the area.*

Background

Recent changes in the Lincoln Park neighborhood, in particular the development of the Heritage Hockey Center and Clyde Iron facilities and changes to public schools, may impact elements of the transportation system, including a possible increase of pedestrian, bicycle and vehicular traffic. At a minimum this planning assessment will re-examine vehicular, pedestrian and bike traffic counts and patterns, way finding, and future land use changes.

Major Work Activities

- Review/summarize past planning initiatives related to transportation.
- Work with local stakeholders to identify transportation issues and concerns.
- Examine local traffic patterns by looking at functionally classified roads, traffic modeling results, average daily traffic, roadway width, truck routes, bike routes and access points.
- Examine bicycle and pedestrian issues.
- Examine transit operations.
- Identify opportunities for on-street and trail locations for bicyclists.
- Generate multimodal transportation options and recommendations.

Final Product

The final product will be an area-wide multimodal planning effort that provides solutions for improving transportation consistent with Duluth's comprehensive and small-area plans for this neighborhood. Estimated project initiation in spring of 2012.

Budget

\$ 56,200 CY 2012

BICYCLE / PEDESTRIAN PLANNING, COORDINATION & IMPLEMENTATION

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.

Ongoing Work Activities

- Facilitate the MIC's Bicycle/Pedestrian Advisory Committee (BPAC) consisting of representatives from local and state jurisdictions, organizations and agencies.
- 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. Participate in ad hoc committees as needed regarding bicycle planning and implementation projects as opportunities arise.
- 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.

Special Projects – Short Range

- **Bicycle Compatibility Index (BCI):** Complete bike route modeling of a fully signed bike route in Superior and outlying townships.
- **Duluth Superior Metropolitan Bike Map – Print Version:** Update the print version of the map, coordinate additional printings and possibly acquire financial partners to help fund additional reprinting and distribution of the map.
- **Duluth Superior Metropolitan Bike Map – Online Version:** Develop and implement a web-based, interactive version of the Duluth Superior Metropolitan Bike Map.

BICYCLE /PEDESTRIAN PLANNING, continued

- **Cross City Trail Connector:** Provide administration and coordination efforts to implement and fund a Downtown Duluth to Munger Trail Connection linkage.
- **Duluth – Superior Metropolitan Bikeways Plan:** Conduct a full update of the plan that dates from the mid-1990s.
- **Duluth and Superior Safe Routes to School:** Assist with implementation of Safe Routes to School (SRTS) plans for both municipalities.

Final Product

Products vary depending on the specific tasks within this element. Some tasks are purely administrative or coordination in nature. Projects ongoing through 2011 and 2012.

Budget

\$ 52,000 CY 2011

\$ 55,000 CY 2012

HARBOR PLANNING, COORDINATION & IMPLEMENTATION

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.*

Ongoing Work Activities

- Provide primary staff support for the MIC's Harbor Technical Advisory Committee (HTAC).
- Provide a forum for interagency discussion and cooperation on harbor business and environmental 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.
- Seek additional funding sources to supplement work activities.
- Staff HTAC subcommittees (Dredging, Advocacy and Partnering Agreement).
- Report HTAC activities to the MIC Policy Board.
- Present the HTAC as a model for other ports and communities to replicate.
- Continue work on implementing the Erie Pier Management Plan.

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

\$ 45,200 CY 2011

\$ 53,100 CY 2012

FREIGHT PLANNING, COORDINATION & IMPLEMENTATION

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.*

Ongoing Work Activities

- Work with all area agencies and jurisdictions toward implementing the recommendations and policies outlined in the Northern Minnesota/Northwest Wisconsin Freight Plan
- Work with MnDOT Office of Freight staff and WisDOT staff as we develop freight profiles for the Northeast Area Transportation Partnership (NE ATP) and the 10-county northwest region of Wisconsin.
- Continue to provide assistance in route identification and overcoming barriers to oversized load movements through the MIC area.
- Continue efforts to better integrate freight movement needs into mainstream transportation planning.
- Work with Airport Authority staff on air freight issues

Final Product

MnDOT, together with the MIC, will oversee implementation activities connected with the Northern MN/Northwest WI Freight Plan.

Budget

\$ 30,600 CY 2011

\$ 31,400 CY 2012

ROADWAY PLANNING, COORDINATION & IMPLEMENTATION

Objective: *To continue the MIC's transportation planning and technical assistance role regarding the issue of roadway planning within the Duluth-Superior metropolitan area.*

Special Projects – Short Range

- **Roundabout Site Assessment:** A scoping study of two selected intersections within the Duluth-Superior metropolitan area:

- College, Junction and 19th Avenue (adjacent to UMD campus)
- Skyline, Getchell, Highland & Vinland (St. Louis County facility)

Includes project selection for preliminary design work in 2012 (p. 7), based on assessment of current and projected daily traffic, crash rates, physical and geometric conditions and/or limitations, rights-of-way and speed data, and other traffic and land use considerations.

- **Joshua Avenue Coordination (Duluth):** Following on the MIC's recommendations from our 2006 Duluth Heights Traffic Circulation Study, the City of Duluth has hired a consultant to develop the final design of this new roadway corridor, which will link the Miller Hill Mall area with Arrowhead Road and points north. The MICs travel demand model will be used in the city's analysis. MIC staff will also participate in public involvement efforts that the city administers.
- **Kirkus Street Corridor Study (Proctor):** Following on the completion of the MIC's study for this proposed corridor in Proctor, staff will monitor plan recommendations and participate in near-term implementation activities as the city deems necessary.

Budget

\$ 27,400	CY 2011
\$ 28,000	CY 2012

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.*

Ongoing Work Activities

- Prepare and attend regular meetings of the DTA Board of Directors and other ad hoc meetings with DTA staff.
- Provide regular progress reports on transit planning activities to ARDC, Northwest RPC and state and federal agencies.
- Complete quarterly invoices and 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

- **I-35 Congestion Mitigation Ridership Study:** Survey riders and gather information about the effectiveness of the DTA's increased service along Grand Avenue during the I-35 "Mega Project" in Duluth during the 2010-2011 construction seasons. Study results to be utilized by MnDOT to determine the potential for utilizing transit service as a way to mitigate the effects of major construction projects in other areas around the state.
- **Regional Transit Authority-WI:** Survey existing RTAs around the country and assess legal and logistical feasibility of establishing an RTA in the Superior side of the MIC Planning Area.
- **Downtown Multimodal Terminal:** Assist the DTA on tasks associated with further planning for a multimodal downtown transit center and route redesigns.

Budget

\$ 33,000 CY 2011

\$ 33,700 CY 2012

LONG RANGE PLANNING & COORDINATION

Objective: *The MIC will continue to build upon a number of background or research efforts within this element that are integral to the MIC's LRTP, "Directions 2035," and its implementation. The variables that we need to track and update will be important in our steps at developing performance measures for all modes for the next update of the LRTP.*

Special Projects – Short Range

- **Transportation System Management (TSM) Report:** Update crash data for Minnesota and Wisconsin sides of the MIC Planning Area.
- **MIC Area Performance Measures:** The MIC will facilitate a process between its Transportation Advisory Committee (TAC) and Policy Board (MIC) aimed at developing transportation performance measures and targets appropriate to conditions existing within the Duluth-Superior Metropolitan Planning Area. This effort will result in a series of agreed upon performance targets that the MIC will integrate into a future update of its LRTP.
- **Pavement Quality Index:** The MIC will collect and develop a comprehensive database of pavement quality ratings throughout the MIC area, starting with the MN side of the urbanized area in 2011, and the WI side in 2012. We will use this information with existing data that area jurisdictions may have toward more informed investment decisions.
- **Traffic Model Update/TMIP:** The MIC will explore a peer review assessment of our travel demand model with MN DOT and FHWA assistance through the Travel Model Improvement Program (TMIP) process.
- **Long Range Projects Map - Interactive Mapping Application:** The MIC will continue work on making the projects within the LRTP more user-friendly via graphics and other visual enhancements.
- **Public Involvement Plan (PIP) Update:** Update the MIC's 2007 Public Involvement Plan to clarify procedures for amending the Duluth and Superior Area TIPs and to incorporate information and processes from the MIC's Strategic Communications Plan.
- **Long Range Projects List Update:** Review and revise the format of short-, mid- and long-range projects lists to better accommodate financial data and coordinate with the LRTP project map as well as coordinate with the project lists in the Duluth and Superior Area TIPs.

- **Interactive maps:** Develop and refine interactive maps to be included in the website, allowing users to tailor map output to their own needs.
- **Traffic Analysis Zone (TAZ) Updates:** MIC staff will work with available data and state and federal sources along with our modeling consultant to update the zone boundaries and data for inclusion in our travel demand model.
- **Wisconsin *Connections 2030* and *Wisconsin Rail Plan 2030*:** Continue work with the DOT toward implementation measures related to the state's long range multi-modal plans.
- **Duluth Air Quality Plan Update:** Conduct an update of the existing plan that dates from 2002 to incorporate current practices and legislation.

Final Product

Studies will be conducted throughout 2011 and 2012 and either incorporated into the LRTP or conducted as "stand-alone" projects.

Budget

\$ 122,000 CY 2011

\$ 119,000 CY 2012

2012 – 2015 TRANSPORTATION IMPROVEMENT PROGRAM / AIR QUALITY (CY 2011)

2013 – 2016 TRANSPORTATION IMPROVEMENT PROGRAM / AIR QUALITY (CY 2012)

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.*

Ongoing 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 and/or scopes.
- Interactive mapping.
- Project lists discussion.

Special Projects – Short Range

- **Project Selection Criteria Update:** Review and update selection criteria for the Project Solicitation Phase to reflect long-range goals as defined in the MIC's current Long Range Transportation Plan.

Final Product

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

Transportation Improvement Program

Budget

\$ 52,000	CY 2011
\$ 52,900	CY 2012

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.
- Prepare and finalize a Title VI Plan to include the individual serving as the representative for the MIC via ARDC and NWRPC; link to its location on our respective websites.

Program Coordination

- Consult with all MIC-area levels of government.
- Conduct mid-year review meeting with state and federal agencies (tentative date for 2011 – July 20).
- 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 and media contact as needed.
- Prepare and conduct ad hoc meetings to promote transportation initiatives.
- Update the Cooperative Agreements between the MIC, the host agencies, each DOT and the Transit Operator.

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 with implementation efforts of *Connections 2030*, the state's comprehensive long range multimodal transportation plan.

Training, Workshops and Conferences

- Attend WISDOT and MNDOT statewide MPO directors' meetings as scheduled. For Wisconsin DOT these dates in 2011 are: January 25, April 26, July 26 and October 25.
- Attend various statewide functions or workshops relevant to the MIC.
- Attend the 2012 TRB-Small and Medium-Sized Communities Conference, meetings of the TRB ADA30 (Small and Medium MPOs) as a committee member 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) and American Planning Association (APA) workshops and conferences.

Strategic Communications Plan

- Implement recommendations from the 2010 Strategic Communications Plan, including a range of traditional media outlets, as well as online interactive social media tools, into our public participation strategies, with the goal of making our plans and programs more accessible to a wider audience.

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

\$ 280,000 CY 2011

\$ 285,500 CY 2012

2011 - 2012 Work Program Budget

**MIC Unified Transportation Planning Work Program
2011 FUNDING SOURCES***

MINNESOTA

Consolidated Planning Grant (CPG – Minnesota)	\$ 555,679
Minnesota State Funds (MnDOT)	\$ 71,205
Arrowhead Regional Development Commission (Local Match)	\$ 85,516

MINNESOTA TOTAL **\$ 712,400**

WISCONSIN

Federal Highway Administration (CPG -Wisconsin)	\$ 68,000
Wisconsin State Funds (CPG Match-WisDOT)	\$ 8,154
Northwest Regional Planning Commission (Local Match)	\$ 8,846

WISCONSIN TOTAL **\$ 85,000**

WISCONSIN + MINNESOTA FUNDING TOTALS **\$ 797,400**

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

2011 TRANSPORTATION PLANNING PROGRAM ELEMENTS
Duluth-Superior Metropolitan Interstate Council

Program Element	Project Name	Hours	Salaries	Fringe	Indirect	Direct	Totals
Short Range							
City of Duluth	Central Entrance Corridor Plan	850	\$21,723	\$10,187	\$10,211	\$30,079	\$72,200
City of Duluth	SRTS Site Assessment	925	\$20,058	\$9,308	\$9,397	\$4,237	\$43,000
City of Duluth	Sidewalk Inventory Update	875	\$18,684	\$8,729	\$8,772	\$3,815	\$40,000
MIC Area-wide	Metropolitan Bike/Ped Planning	950	\$20,644	\$9,590	\$9,675	\$12,090	\$52,000
MIC Area-wide	Harbor Planning	900	\$22,097	\$10,288	\$10,363	\$2,451	\$45,200
MIC Area-wide	Freight Planning and Coordination	550	\$14,433	\$6,928	\$6,835	\$2,405	\$30,600
MIC Area-wide	Roadway Planning and Coordination	575	\$13,513	\$6,167	\$6,297	\$1,424	\$27,400
MIC Area-wide	Transit Planning	700	\$14,983	\$7,032	\$7,045	\$3,941	\$33,000
	SUB TOTAL	6,325	\$146,135	\$68,229	\$68,595	\$60,442	\$343,400
Long Range							
MIC Area-wide	Long Range Planning / Coordination	1,700	\$35,161	\$16,238	\$16,448	\$54,154	\$122,000
TIP							
Duluth/Superior	Transportation Improvement Program	925	\$19,725	\$9,148	\$9,239	\$13,887	\$52,000
Administration							
MIC Area-wide	MIC Administration / Coordination	4,825	\$117,808	\$56,228	\$55,692	\$50,273	\$280,000
	GRAND TOTAL*	13,775	\$318,830	\$149,843	\$149,974	\$178,756	\$797,400

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

2011 COST SHARE ALLOCATION
-- Minnesota Portion --

Program Element	Total Costs	MN - Federal CPG* Funds	MN - State DOT Match	ARDC - Local Match
Short Range Planning	\$306,794	\$239,303	\$30,664	\$36,827
Central Entrance Corridor Plan				
SRTS Site Assessment				
Sidewalk Inventory Update				
Metropolitan Bike/Ped Planning				
Harbor Planning				
Freight Planning and Coordination				
Roadway Planning and Coordination				
Transit Planning				
Long Range Planning	\$108,995	\$85,017	\$10,894	\$13,084
Long Range Planning / Coordination				
Transportation Improvement Program (TIP)	\$46,457	\$36,237	\$4,643	\$5,577
2012 - 2015 TIP				
Administration	\$250,153	\$195,122	\$25,003	\$30,028
MIC Administration / Coordination				
GRAND TOTALS*	\$712,400	\$555,679	\$71,205	\$85,516

* Consolidated Planning Grant

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

2011 COST SHARE ALLOCATION
-- Wisconsin Portion --

Program Element	Total Costs	WI - Federal CPG* Funds	WI - State DOT Match	NWRPC - Local Match
Short Range Planning	\$36,606	\$29,284	\$3,512	\$3,810
Central Entrance Corridor Plan				
SRTS Site Assessment				
Sidewalk Inventory Update				
Metropolitan Bike/Ped Planning				
Harbor Planning				
Freight Planning and Coordination				
Roadway Planning and Coordination				
Transit Planning				
Long Range Planning	\$13,005	\$10,404	\$1,248	\$1,353
Long Range Planning / Coordination				
Transportation Improvement Program (TIP)	\$5,543	\$4,434	\$532	\$577
2012 - 2015 TIP				
Administration	\$29,847	\$23,878	\$2,863	\$3,106
MIC Administration / Coordination				
GRAND TOTALS**	\$85,000	\$68,000	\$8,155	\$8,846

* Consolidated Planning Grant

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

2011 COST SHARE ALLOCATION PERCENTAGES

-- Combined MN/WI --

	Total	MN Federal CPG* Funds	MN State Match	MN Local Match	WI Federal CPG* Funds	WI State Match	WI Local Match
Short Range Planning	\$ 343,400 100.00%	\$ 239,303 69.69%	\$ 30,664 8.93%	\$ 36,827 10.72%	\$ 29,284 8.53%	\$ 3,512 1.02%	\$ 3,810 1.11%
Long Range Planning	\$ 122,000 100.00%	\$ 85,017 69.69%	\$ 10,894 8.93%	\$ 13,084 10.72%	\$ 10,404 8.53%	\$ 1,248 1.02%	\$ 1,353 1.11%
TIP	\$ 52,000 100.00%	\$ 36,237 69.69%	\$ 4,643 8.93%	\$ 5,577 10.73%	\$ 4,434 8.53%	\$ 532 1.02%	\$ 577 1.11%
Administration	\$ 280,000 100.00%	\$ 195,122 69.69%	\$ 25,003 8.93%	\$ 30,028 10.72%	\$ 23,878 8.53%	\$ 2,863 1.02%	\$ 3,106 1.11%
TOTALS	\$ 797,400 100.00%	\$ 555,679 69.69%	\$ 71,205 8.93%	\$ 85,516 10.72%	\$ 68,000 8.53%	\$ 8,155 1.02%	\$ 8,846 1.11%

* Consolidated Planning Grant

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

MIC Unified Transportation Planning Work Program

2012 FUNDING SOURCES*

MINNESOTA

Consolidated Planning Grant (CPG-Minnesota)	\$ 553,439
Minnesota State Funds (MnDOT)	\$ 71,205
Arrowhead Regional Development Commission (ARDC) - Match	\$ 84,956

MINNESOTA TOTAL **\$ 709,600**

WISCONSIN

Federal Highway Administration (CPG-Wisconsin)	\$ 68,000
Wisconsin State Funds (CPG Match-WisDOT)	\$ 8,154
Northwest Regional Planning Commission (Local Match-NWRPC)	\$ 8,846

WISCONSIN TOTAL **\$ 85,000**

WISCONSIN + MINNESOTA FUNDING TOTALS **\$ 794,600**

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

2012 TRANSPORTATION PLANNING PROGRAM ELEMENTS
Duluth-Superior Metropolitan Interstate Council

Program Element	Project Name	Hours	Salaries	Fringe	Indirect	Direct	Totals
Short Range							
MIC Area - MN	Roundabout Site Preliminary Design	1,225	\$30,308	\$14,228	\$14,252	\$21,012	\$79,800
City of Duluth	Lincoln Park Multimodal Transpo. Assessment	1,175	\$26,645	\$12,470	\$12,517	\$4,569	\$56,200
MIC Area-wide	Metropolitan Bike/Ped Planning	975	\$21,652	\$10,073	\$10,152	\$13,123	\$55,000
MIC Area-wide	Harbor Planning	1,050	\$26,151	\$12,233	\$12,283	\$2,434	\$53,100
MIC Area-wide	Freight Planning and Coordination	550	\$14,812	\$7,110	\$7,015	\$2,463	\$31,400
MIC Area-wide	Roadway Planning and Coordination	575	\$13,828	\$6,318	\$6,446	\$1,408	\$28,000
MIC Area-wide	Transit Planning	700	\$15,363	\$7,214	\$7,225	\$3,898	\$33,700
	SUB TOTAL	6,250	\$148,759	\$69,646	\$69,890	\$48,907	\$337,200
Long Range							
MIC Area-wide	Long Range Planning and Coordination	1,850	\$38,471	\$17,667	\$17,965	\$44,897	\$119,000
TIP							
MN and WI	Transportation Improvement Program	925	\$20,218	\$9,385	\$9,473	\$13,823	\$52,900
Administration							
MIC Area-wide	MIC Administration and Coordination	4,750	\$119,578	\$57,078	\$56,530	\$52,315	\$285,500
	GRAND TOTAL*	13,775	\$327,026	\$153,77	\$153,85	\$159,94	\$794,600

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

2012 COST SHARE ALLOCATION

-- Minnesota Portion --

Program Element	Total Costs	MN - Federal CPG* Funds	MN - State DOT Match	ARDC - Local Match
Short Range Planning	\$301,129	\$234,860	\$30,217	\$36,052
Duluth Area Roundabout Site Preliminary Design				
Lincoln Park Multimodal Transportation				
Metropolitan Bike/Ped Planning				
Harbor Planning				
Freight Planning and Coordination				
Roadway Planning and Coordination				
Transit Planning				
Long Range Planning	\$106,270	\$82,883	\$10,664	\$12,723
Long Range Planning/Coordination				
Transportation Improvement Program (TIP)	\$47,241	\$36,845	\$4,740	\$5,656
2013-2016 TIP				
Administration	\$254,960	\$198,851	\$25,584	\$30,525
MIC Administration/Coordination				
GRAND TOTALS**	\$709,600	\$553,439	\$71,205	\$84,956

* Consolidated Planning Grant

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

**2012 COST SHARE ALLOCATION
-- Wisconsin Portion --**

Program Element	Total Costs	WI - Federal CPG* Funds	WI - State DOT Match	NWRPC - Local Match
Short Range Planning	\$36,071	\$28,857	\$3,460	\$3,754
Duluth Area Roundabout Site Preliminary Design				
Lincoln Park Multimodal Transportation Assessment				
Metropolitan Bike/Ped Planning				
Harbor Planning				
Freight Planning and Coordination				
Roadway Planning and Coordination				
Transit Planning				
Long Range Planning	\$12,730	\$10,184	\$1,221	\$1,325
Long Range Planning/Coordination				
Transportation Improvement Program (TIP)	\$5,659	\$4,527	\$543	\$589
2013 - 2016 TIP				
Administration				
MIC Administration/Coordination	\$30,540	\$24,432	\$2,930	\$3,178
GRAND TOTALS*	\$85,000	\$68,000	\$8,154	\$8,846

* Consolidated Planning Grant

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

2012 COST SHARE ALLOCATION PERCENTAGES

-- Combined MN/WI --

Program Element	Total (MN/WI)	MN CPG* Funds	MN State Match	MN Local Match	WI CPG* Funds	WI State Match	WI Local Match
Short Range Planning	\$ 337,200	\$ 234,860	\$ 30,217	\$ 36,052	\$ 28,857	\$ 3,460	\$ 3,754
	100.00%	69.65%	8.96%	10.69%	8.56%	1.03%	1.11%
Long Range Planning	\$ 119,000	\$ 82,883	\$ 10,664	\$ 12,723	\$ 10,184	\$ 1,221	\$ 1,325
	100.00%	69.65%	8.96%	10.69%	8.56%	1.03%	1.11%
TIP	\$ 52,900	\$ 36,845	\$ 4,740	\$ 5,656	\$ 4,527	\$ 543	\$ 589
	100.00%	69.65%	8.96%	10.69%	8.56%	1.03%	1.11%
Administration	\$ 285,500	\$ 198,851	\$ 25,584	\$ 30,525	\$ 24,432	\$ 2,930	\$ 3,178
	100.00%	69.65%	8.96%	10.69%	8.56%	1.03%	1.11%
TOTALS	\$ 794,600	\$ 553,439	\$ 71,205	\$ 84,956	\$ 68,000	\$ 8,154	\$ 8,846
	100.00%	69.65%	8.96%	10.69%	8.56%	1.03%	1.11%

* Consolidated Planning Grant

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

Appendix

APPENDIX I: METROPOLITAN PLANNING FACTORS

The federal SAFETEA-LU (Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2005-A Legacy for Users) transportation bill created eight planning factors that were to be considered by Metropolitan Planning Organizations when developing transportation plans and programs:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
2. Increase the security of the transportation system for motorized and non-motorized users.
3. Increase the safety aspects of the transportation system for its users.
4. Increase the accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, and improve quality of life.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operations.
8. Emphasize the preservation of the existing transportation system.

This year's UPWP has been developed with consideration of these SAFETEA-LU planning factors. The following matrix illustrates the 2011 MPO work elements and the metropolitan planning factors to be addressed in each project.

SAFETEA-LU Metropolitan Planning Factors in the MIC's 2011 UPWP									
UPWP Category	UPWP Elements	Metropolitan Planning Factors							
		1	2	3	4	5	6	7	8
Short Range	Central Entrance Corridor Plan	X	X	X	X	X	X	X	X
	SRTS Site Assessment		X	X	X	X	X	X	X
	Sidewalk Inventory Update	X	X	X	X	X	X	X	X
	Metropolitan Bike/Ped Planning	X	X	X	X	X	X	X	X
	Harbor Planning	X	X	X	X	X	X		X
	Freight Planning and Coordination	X	X	X	X	X	X	X	X
	Transit Planning	X	X	X	X	X	X	X	X
	Roadway Planning and Coordination Planning and Coordination	X	X	X	X	X	X	X	X
Long Range	LRTP Update – Compliance	X	X	X	X	X	X	X	X
	– Operations & Maintenance (i.e. PQI)	X	X	X	X		X	X	X
	– Performance Measures	X	X	X			X	X	X
TIP	Transportation Improvement Program 2012-2015	X			X	X	X	X	X
Administration	Unified Planning Work Program	X	X	X	X	X	X	X	X
	Administration and Public Relations	X	X	X	X	X	X	X	X

DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

RESOLUTION AND CERTIFICATION

RESOLUTION #10-16

Adopting the CY 2011-2012 Metropolitan Interstate Council Unified Planning Work Program and Budget and Recommending that the Arrowhead Regional Development Commission Authorize Entering into Contracts with the Minnesota and Wisconsin Departments of Transportation for Support of the MIC's Unified Transportation Planning Work Program for 2011.

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 2011-2012 Transportation Planning Work Program and Budget has been approved by the MIC Policy Board, with input from its Transportation Advisory Committee (TAC) 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, and this subpart;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

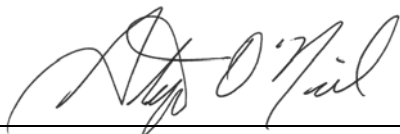
4. U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Sections 1101(b) of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

NOW, THEREFORE, BE IT RESOLVED, that the MIC adopts the Calendar Year 2011-2012 Unified Transportation Planning Work Program and Budget and recommends that the Arrowhead Regional Development Commission authorize entering into contracts with the Minnesota and Wisconsin Departments of Transportation for support of the MIC Transportation Planning Work Program for 2011. 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



Steve O'Neil
Minnesota MIC Co-Chair



Ron Chicka
MIC Director

December 8, 2010

Date

December 16, 2010

**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 Year 2011.

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

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

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

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

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

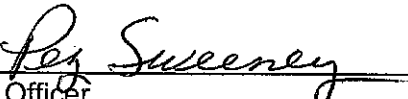
WHEREAS, the MIC 2011-2012 Unified Transportation Planning Work Program and Budget has been approved by the MIC Policy Board, with input from its Transportation Advisory Committee (TAC), MnDOT, WisDOT, NWRPC, the Duluth Transit Authority (DTA) and MIC area jurisdictions; and

WHEREAS, the 2011 MIC budget has been included in on-going discussions between the MIC and ARDC Chairpersons and staff and future mutual discussions of MIC budgets are anticipated;

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 financial match in the amount not to exceed \$87,566 for the MIC's Transportation Planning Work Program for 2011. This contract and all future contracts shall be consistent with ARDC's budget and personnel limitations and subject to legal counsel review.


Chair


Executive Director


Officer

December 16, 2010
Date

2011 MIC, TAC & HTAC Meeting Locations*

Day/Date	Time	Group	Location	Day/Date	Time	Group	Location
January				July			
Tue, Jan 18	1:30 pm	TAC	WisDOT Lake Superior Room	Wed, July 20	7:00 pm	**	Location TBA
Wed, Jan 19	7:00 pm	MIC	WITC Conference Center	**Annual Joint Meeting of the MIC & TAC (catered dinner at 5:30 pm)			
February				August			
Tue, Feb 15	1:30 pm	TAC	ARDC Conference Room	Tue, Aug 16	1:30 pm	TAC	Proctor Community Center
Wed, Feb 16	7:00 pm	MIC	Proctor Community Center	Wed, Aug 17	7:00 pm	MIC	Proctor Community Center
March				September			
Wed, Mar 2	9:00 am	HTAC	Superior Public Library	Wed, Sep 7	9:00 am	HTAC	WITC Conference Center
Tue, Mar 15	1:30 pm	TAC	WITC Conference Center	Tue, Sep 20	1:30 pm	TAC	WITC Conference Center
Wed, Mar 16	7:00 pm	MIC	WITC Conference Center	Wed, Sep 21	7:00 pm	MIC	WITC Conference Center
April				October			
Tue, Apr 19	1:30 pm	TAC	Hermantown Training Center	Tue, Oct 18	1:30 pm	TAC	Hermantown Training Center
Wed, Apr 20	7:00 pm	MIC	Hermantown Training Center	Wed, Oct 19	7:00 pm	MIC	Hermantown Training Center
May				November			
Tue, May 17	1:30 pm	TAC	WITC Conference Center	—No meetings this month—			
Wed, May 18	7:00 pm	MIC	WITC Conference Center				
June				December			
Wed, June 1	9:00 am	HTAC	Inn on Lake Superior	Wed, Dec 7	9:00 am	HTAC	Inn on Lake Superior
Tue, June 14	1:30 pm	TAC	Hampton Inn—Canal Park	Tue, Dec 13	1:30 pm	TAC	WITC Conference Center
Wed, Jun 15	7:00 pm	MIC	Hampton Inn—Canal Park	Wed, Dec 14	7:00 pm	MIC	WITC Conference Center

* Locations are occasionally subject to change—please check the monthly Meeting Notice each month to confirm.

MIC = Metropolitan Interstate Council Policy Board TAC = Transportation Advisory Committee HTAC = Harbor Technical Advisory Committee

