

## MIC Final LRTP 2045 Primary Revisions List

*Sustainable Choices 2045*, the Duluth-Superior area long-range transportation plan (LRTP), has been finalized. Many revisions were made to the draft plan that was released for public comment (July 29 – August 30, 2019), in large part to address comments received during the public comment period and from key agency partners. Most of the comments were to provide simple clarification or to make grammatical or other corrections. However, some required a more detailed response. Appendix J of the LRTP lists the comments received during the public comment period, who sent them, dates received and responded to, and a basic description of the MIC response to each comment.

To help those who want to know the primary changes between the final and draft versions of *Sustainable Choices 2045*, this document lists the topics that were revised in a more detailed manner, along with locations in the final plan where the revisions are located.

### **Fiscal Constraint**

A much more detailed explanation of how fiscal constraint has been met in the plan is provided. It includes specific examples pertaining to the MIC area.

*Revisions are found on pages 6-36 – 6-37, 4-12 – 4-13, 1-5, and 3-3 – 3-4.*

### **Project Lists and Financial Summary Table**

The project lists and corresponding financial summary table were updated to reflect changes brought to our attention by some of the jurisdictions. Final values were the result of numerous phone calls, emails, and meetings. The primary change was the total allocated to the Blatnick Bridge. Minor changes were revising the “For Study” list for clarification and the allocation for MnDOT operations and maintenance. There were no changes to the “Unfunded Need” list or total. The “Financial Analysis” section on page 6-12 and the notes to Figure 6.7 were also revised to provide better clarity and explanation.

*Revisions are found on pages 6-12 – 6-35, 1-4 – 1-5, 3-3, 4-11, and Figure 6.7.*

### **Project Types**

It was pointed out the project type list in the text and in Figure 6.1 did not match the types listed in the project list tables. Revisions were made to ensure the project types in all three locations matched/were the same. Additionally, for better clarification, a separate project list definition section and second figure were included that is specific to the Duluth Transit Authority (DTA).

*Revisions are found on pages 6-4 and 6-5, and Figures 6.1 and 6.2.*

### **New Objective 4-7**

It is appropriate to have an objective related to PM2, PM3, and transit asset management (TAM) that is equivalent to existing objective 3-4 regarding safety performance measures (or PM1).

*Revision is found on page 2-8.*

### **Performance Measure Baselines**

The draft LRTP did not include baseline values for any performance measures. This has been corrected and baseline values were included in the performance measure tables. Some additional discussion of current condition and/or progress being made towards meeting the targets has been included, as well.

*Revisions are found on pages 5-27 – 5-33.*

### **Updated Pavement & Bridge Condition Data/Figures**

As per suggestion, some newer data (newer than 2014) was included in the LRTP. 2018 Interstate and non-interstate pavement condition data from MnDOT and 2018 bridge condition data from both MnDOT and WisDOT was obtained and summarized in the final LRTP.

*Revisions are found in Figures 5.1, 5.2, and 5.3 on page 5-12.*

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## **System Performance Report Summary**

This summary section was revised to include more components of our transportation system, as well as more details about the status of performance of some of those components. Similarly, additional details were included in some revisions throughout the “Multimodal System Profile” section (pages 5-5 – 5-16).

*Revisions are found on pages 5-34 – 5-36.*

## **Transit**

There were several transit-related comments received – largely regarding a lack of detail about our local transit system and options. This has been addressed in numerous revisions that provide a much more robust description of our overall transit system and options available, as well as some additional details about the basic performance (challenges and opportunities) of our transit system.

*Revisions are found on pages 5-13 – 5-14, 5-34, 5-36, and Figure 5.4.*

## **Forecasting System-Level Needs**

Some revisions were made to the “Forecasting System-Level Needs” section to provide better detail and clarity.

*Revisions are found on pages 6-8 – 6-11.*

## **Transportation System**

Some revisions were made to the “Transportation System” section to provide better detail and clarity.

*Revisions are found on pages 5-2 – 5-5.*

## **Blatnik Bridge**

Due to its significant importance and amount of future planning it will demand, additional language was included regarding the Blatnik Bridge to provide better detail and clarity.

*Revisions are found on pages 6-13, 6-14, 6-16, 6-35, 6-37, and 4-13.*

## **I-35 Corridor**

Due to its significant importance and amount of future planning it will demand, additional language was included regarding the I-35 Corridor to provide better detail and clarity.

*Revisions are found on pages 6-14, 6-35, 6-37, and 4-13.*

## **Community Impact & Environmental Justice**

The “Community Impact & Environmental Justice” section was revised to include more detail of poverty levels and where it applies in the assessment. The side bar on page 6-38 was revised to include MIC area population demographic percentages. The paragraph immediately above this section was revised to include basic description of how the assessments are integrated into future planning processes. Map 6.1 was revised to include a legend.

*Revisions are found on page 6-38 and 6-39 (Map 6.1).*

## **Chapter 4**

Chapter 4 looks different because it was reorganized but only has some minor editorial revisions and the revised fiscal constraint language noted above.