

# Information Item

Transportation Advisory Board



Meeting date: June 12, 2024

## Topic

Summary of Transportation Advisory Board member comments on 2050 Transportation Policy Plan content

<b>District(s), member(s):</b>	All Transportation Advisory Board members
<b>Policy/legal reference:</b>	Minn. Stat. 473.146, 23 U.S.C. § 134, and 49 U.S.C. § 5303
<b>Staff prepared/presented:</b>	Amy Vennewitz, Deputy Director, 651-602-1058 Cole Hiniker, Senior Manager, 651-602-1748 Jed Hanson, Senior Planner, 651-602-1716 Anika Whittington, Transportation Planning Intern
<b>Division/department:</b>	Metropolitan Transportation Services – Planning

## Background

Metropolitan Transportation Services (MTS) provided draft Imagine 2050 Transportation Policy Plan (TPP) draft content for Transportation Advisory Board (TAB) member review. Goals, policies, and actions content were provided on March 20, 2024. Investment and finance content were provided on April 19, 2024. Some TAB members also received these chapters for review earlier through their participation in the Imagine 2050 TPP Advisory Work Group, and those comments are included in this report. This memo includes a summary and full-text copy of those comments.

MTS received 391 comments from twelve Transportation Advisory Board members or alternates:

- Todd Biewen, Minnesota Pollution Control Agency
- Peter Dugan, TAB District H
- Commissioner John Fahey, Carver County (alternate)
- Amity Foster, TAB Transit
- Chris Geisler, TAB District E
- Mayor Jim Hovland, TAB Chair and City of Edina
- Mark Jenkins, TAB District F
- Commissioner Julie Jeppson, Anoka County
- Glen Johnson, TAB District D
- Timothy Marino, TAB Transit alternate
- Brian Martinson, TAB Non-Motorized
- Mayor Jeff Weisensel, City of Rosemount

## Goals, Policies, and Actions Comment Summary

Comments from the responding TAB members are briefly summarized below, with comments summarized under their most-related section. Policies and actions comments are summarized under their respective goal sections.

### General Comments

- TAB members provided various language suggestions that will be considered.
- The draft chapters need a copy-edit to ensure language is consistent and neutral, citations are noted correctly and linked, and placeholders are filled.
- There were various suggestions about document structure, and options to reorganize these sections to highlight key points and reduce length.
- The current plan objectives differ from the early draft objectives in the prioritization workshops.
- There is a large volume of policies and actions, which may prove challenging to deliver without consolidation.
- Policies and actions are heavy on transit, bicyclists, and pedestrians; if this is intentional, there should be an evaluation of regional needs and system coverage by land use.

### Equitable & Inclusive

- This section does not adequately discuss or include immigrant and refugee populations, geographic distribution, and demographic or identity groups other than Black people, Indigenous people, and people of color.
- Some policies or actions may be ambitious or outside of the Met Council's jurisdiction, with two comments noting the challenge of advancing elements of Policy 4 related to engagement, benefits distribution, and power-sharing.
- Some objections were raised to example partner agency projects or programs.
- Change references to power sharing with historically excluded communities to "have a voice."
- Certain health impacts of transportation could have additional detail.
- A comment mentioned potential regional coordination on active transportation projects funded by the new sales tax.

### Healthy & Safe

- There were additional suggested safety partnerships and participants to mention.
- Sections discussing the Safe System Approach could be more directly stated and introduce related frameworks.
- The section on post-crash care is missing discussion of the long-term effects of a crash, like medical costs, employment, and post-traumatic stress disorder (PTSD).
- Access to seating and restrooms could be considered in the "safety, comfort, and belonging while traveling" section.
- There is limited discussion of physical health.

### Dynamic & Resilient

- Some themes this goal is intended to cover, like economic health and infrastructure resilience, are not clear in the goal language or chapter narrative.
- Discussion of freight needs expansion.
- There is continued discussion of the two objective statements regarding travel time reliability and their respective focal points.
- Language inclusive of individuals' travel choices needs to be reviewed; more than one commenter pointed out instances where a specific modal group, land use, or trip purpose were not acknowledged or not clearly acknowledged. There were several requests to clarify



where improvement to multimodal travel can improve the responsiveness of the transportation system to disruption or change.

- Discussion of disparate access by demographic groups need to be more clearly detailed and organized.
- Additional data is desired in the section discussing travel behavior changes since the onset of COVID-19.

### **Climate Change**

- There were several suggested language changes to improve receptiveness of this sections' messages to broad audiences or clarify concepts.
- References to greenhouse gas emissions data where 2020 is the most recent year need updating or disclaiming due to the unique COVID-19 circumstances.
- A comment noted the challenge of emissions or vehicle miles travelled reduction for certain trip purposes, and requested discussion of options beyond shifting to transit, bicycle, and pedestrian options.
- Various suggestions were provided related to electric vehicle charging location, fuel source, weight, and life cycle.
- Many suggestions or questions were raised on the vehicle miles travelled (VMT) section, covering reduction strategies, targets and measurement, land use considerations, and freight needs.
- There were specific suggestions referencing new state or federal climate programs, rules, or working groups and related implementing actions.
- Separating land use from transportation misses an opportunity to address interaction between the systems. A land use policy planning process has not been visible.

### **Natural Systems**

- Policies may need revision to give flexibility to needs competing for limited rights-of-way.
- The policy on impervious surface could be considered for scoring in the Regional Solicitation.
- The objective needs to be revised to reflect the "protect and restore" element of the goal and policies.

## **Investment and Finance Content Comment Summary**

### **General**

- Consolidate coverage of mobility hubs in one plan section. It is spread across transit, bicycle, pedestrian, and TDM sections.

### **Finance**

- Desire for more discussion of infrastructure condition and economic impact.
- Disagreement with removal of the increased revenue scenario.
- Requested clarification about how assumptions regarding FTA Section 5309 (Capital Investment Grants) are included in the fiscally constrained plan.
- Time horizon for state highway transition to Americans with Disabilities Act (ADA) compliance is "shockingly long."

### **Highway**

- Requested inclusion of all road systems eligible for federal funding to better illustrate investment need.
- Specific questions related to work program items addressing impacts of highway systems on people and potential related implementing actions.
- Support for safety investments and request for additional information.



- Include cross-referenced climate change data (vehicle miles travelled and greenhouse gas emissions) within the chapter.
- Section is missing discussion on relationships between land use and development, induced demand, and transportation.
- Comments both supporting system expansion to accommodate growth, and those questioning the costs and ability to maintain an expanded system.

### **Freight**

- Desire for additional discussion of freight impacts on natural systems, people, and land use.
- Requested review of the Regional Truck Freight Corridors using updated traffic data.

### **Transit**

- Transit frequency and efficiency is part of addressing climate change.
- Transit safety and security involve more than enforcement; system design, maintenance, and ridership are also important.
- Various comments related to currentness of data, definitions, precision of terminology, and references.
- Desire for discussion or study of future investment corridors beyond those already identified.
- Disagreement with the set-aside of \$25 million in the Regional Solicitation for arterial bus rapid transit projects.

### **Bicycles**

- This section of the plan was missing discussion of bicycles as a recreational activity and delineating their transportation, economic, and recreational uses. Similarly, a comment asked about system mileage by primary facility purpose.
- Regional Bicycle System Inventory data from 2016 may not reflect the current context.
- Suggestion to expand discussion of e-bikes, their role in fleet electrification, and tax credit programs.
- Safety needs to be more explicit in this section.
- Expand discussion of new revenue sources and potential opportunities.
- Requested change to Regional Bicycle Transportation Network (RBTN) considerations by community designation and reconsidering tiering.
- Various comments were provided about safety and comfort of facility types that meet RBTN functionality.
- Support for requirement of year-round maintenance agreements.

### **Pedestrian**

- Desire for expanded discussion and description of the state of ADA compliance and transition.
- Consider the Safe Systems Pyramid framework in implementing the Safe Systems Approach.
- Add description of worsening pedestrian crash outcomes since 2020.
- Requested acknowledgement of pedestrian safety risks in rural areas and revision of the investment direction prioritization factors, specifically location-based risk factors.
- Various suggestions about clarifying or detailing discussion of revenue.

### **Travel Demand Management**

- Bikeshare is payment integration not mentioned in the shared mobility services section.



- Miscellaneous comments related to the target audiences of travel demand management programs, expanding audiences, and adjusting to post-COVID-19 downturns.
- Various suggestions related to technical assistance, research, and program implementation.

**Aviation**

- Questions about specific ground-transportation projects in the airport area.
- Request for further information about noise impacts.



## Full Comments

All comments received from Transportation Advisory Board members are listed in this section. An asterisk by the commenter's name indicates the comment was received through the TPP Advisory Work Group.

Location	Sentence Text	Comment	Policymaker
Chapter: General Chapter Comment ID: 6 Page: NA Heading: 0. NA	NA	Overall, I had no major changes. It is material we have seen over the course of workshops and appears to follow the Council's direction. I did read the 'Policies and Actions Chapter. It is clear and determinative. I counted approximately 37 references to the Regional Solicitation, marked 'RS' as indicated on page 1, section 1.1. However, the thought that keeps coming back after reading all the material is, does the TAB / Regional Solicitation have any causal (direct/indirect) effect on the TPP Objectives, Imagine 2050, and other goals as set forth in each chapter's Goal Overview. Since being appointed to the TAB in 2014, my understanding has been, and perhaps I am mistaken, that the main function of the Solicitation is to fund transportation projects that create economic growth and betterment for the entire region. Thus, I am not sure if some of the aforementioned shifts focus away from what I thought was the Solicitation's primary goal.	Peter Dugan
Chapter: General Chapter Comment ID: 7 Page: NA Heading: 0. NA	NA	Imagine 2050 has 5 Goals: [list of goals omitted] The 2050 TPP does not appear to have specific transportation goals. This is a significant departure from 2040 and makes it difficult to establish a transportation vision for the region. The 2050 TPP appears to now contain objectives related to the 5 regional goals. This is fine unless objectives are missing because they don't fit with the goals. I do not see any goals or objectives that address how the future population growth in all counties and corresponding transportation needs will be met. Carver County's top priority related to transportation is that we provide a safe a reliable system that meets the needs of all users now and into the future. The 2050 TPP should account for the growth patterns in every county in the region. Not all areas of the region have the same transportation needs. Currently, the regional transportation facilities in Carver County do not meet the transportation needs generated from the substantial growth the County and region have seen in recent years. This issue is of increasing importance given that Carver County is growing at a rapid pace, the fastest in the region and state according to the 2020 Census and is projected to maintain its significant growth into the future. Underinvestment in regional mobility projects on the minor arterial Trunk Highways further emphasizes the need for the 2050 TPP to establish goals and policies that address the growth of our region.	John Fahey



Location	Sentence Text	Comment	Policymaker
Chapter: General Chapter Comment ID: 8 Page: NA Heading: 0. NA	NA	The documents are confusing in some areas. It appears the intent is to establish Objectives, Performance Measures, Definitions, Context, Implementation, and Policies that align with the Imagine 2050 Goals and Values. I can follow Section 1 of each chapter that defines Objectives, and Performance Measures. Section 2 appears to define the Context of the main subject goal of the chapter and lays out some recommended actions. In some chapters this is confusing and appears to contain several opinion and belief statements that are not referenced to research or specific data. This is difficult to comment on as a TAB member who represents an entire county. I think the context sections of these chapters should be clarified if they are just an opinion of the Met Council or these sections should be reworked, eliminated, or moved. The Policy and Connections to Investments sections make sense and are understandable. I question whether showing the Related Work sub sections are necessary as they only represent a snapshot in time. The Future Work Program ideas are appropriate to include.	John Fahey
Chapter: Finance Chapter Comment ID: 152 Page: 1 Heading: 0. Title	REGIONAL TRANSPORTATION FINANCE	Mayor Jeff Weisensel, Rosemount/TAB: General comment-There is an assumption that all the available revenue is directed to prioritized funding-need vs want. Would like to see some discussion around economic driven spending (maintenance, replacement, expansion, safety ), recreational ( maintenance, replacement, expansion, safety), personal mobility (maintenance, replacement, expansion, safety, services) and any other similar type category for transportation.	Jeff Weisensel
Chapter: Finance Chapter Comment ID: 153 Page: 1 Heading: 0. Title	REGIONAL TRANSPORTATION FINANCE	Mayor Jeff Weisensel, Rosemount/TAB: General comment-is there a document or study that reflects the amount of funding needed today to bring MN infrastructure up to acceptable levels of service? It seems I always need a poor report card from ASCE on our infrastructure. How much to get to “even” or acceptable and how much is needed to maintain annually. And then, anticipated new or expansion “needs” or “wants”? I think that would be helpful visual.	Jeff Weisensel
Chapter: Finance Chapter Comment ID: 155 Page: 2 Heading: 1.1.1. Fiscal constraint	Because of the many recent increases and changes in transportation funding, this plan assumes that no additional significant policy or law changes will take place to increase state and federal transportation funding to the region over the next few years. This plan describes one fiscally constrained revenue and spending scenario, and no longer contains an increased revenue scenario.	I know it’s likely too late to change this, but I have a lot of problems with this framing. In the transit chapter it said that there is only on average \$60 million a year that isn’t identified in the new sales tax to be spent. We should be pushing to increase salaries for both Met Council and Metro Transit staff. We should be looking to expand our transit system beyond precovid levels as it had many opportunities for improvement, and ways that it failed Metro Transit’s riders. We should be looking at implementing things like regional bike share, providing more funding to build out the Regional Bicycle Transportation Network, and many more things. \$60 Million a year can accomplish some of that, but over time it will get allocated. Even if there’s not a major push for more funding right away. We need to prepare for a situation where the general public demands more investment. For when climate change will require a greater mode shift. For younger generations who don’t accept business as usual in regards to transportation and the built environment. We can’t accept small improvements as good enough	Timothy Marino

Location	Sentence Text	Comment	Policymaker
Chapter: Finance Chapter Comment ID: 161 Page: 6 Heading: 2.1.2.1. Federal formula funds	NHPP funds can be flexed to transportation purposes off the NHS provided state performance targets are being met..	This is a good spot to link to the performance goals as I wouldn't be able to articulate what they include.	Glen Johnson
Chapter: Finance Chapter Comment ID: 166 Page: 11 Heading: 2.2.5. Federal transit revenues	Regional transit receives competitive funding through the federal Capital Investment Grants (CIG, section 5309) program for transitway capital. These awards are on a project-by-project basis as the projects are approved. Consistent with the projects identified in the Transit Investment Plan, the financial plan includes CIG funding for the remaining costs of the METRO Green Line extension and Gold Line, and the full costs of the METRO Blue Line extension, Purple Line, and the Riverview modern streetcar.	Carver County requests clarification on the assumption defined for regional transit federal Capital Investment Grants (section 5309 funding). The assumption for the finance chapter indicates: "Regional transit receives competitive funding through the federal Capital Investment Grants (CIG, section 5309) program for transitway capital. These awards are on a project-by-project basis as the projects are approved. Consistent with the projects identified in the Transit Investment Plan, the financial plan includes CIG funding for the remaining costs of the METRO Green Line extension and Gold Line, and the full costs of the METRO Blue Line extension, Purple Line, and the Riverview modern streetcar." We noted this is a different assumption compared to IJJA competitive funding for both highway and transit projects, which are only included in the financial forecast if the project was awarded funding. Please clarify if this level of funding is consistent with previous award levels and how much of the total federal funding available nationwide this represents in order to better understand if this is a reasonable assumption of funding availability. Our concern is the risk included in this high level of federal funding assumption for these projects has the potential to impact regional transportation funding needs and priorities if federal funding is not awarded.	John Fahey
Chapter: Finance Chapter Comment ID: 169 Page: 19 Heading: 3.1. MnDOT metro state highways spending	The region's highway infrastructure will be compliant with current Americans with Disabilities Act (ADA) standards by 2037.	This is a shockingly long time horizon, 47 years after the signing of the ADA.	Glen Johnson
Chapter: Finance Chapter Comment ID: 170 Page: 21 Heading: 3.2.3. New Transit Spending Opportunities	Over the coming years, a regional discussion and prioritization of transit opportunity spending will occur to identify the expenditure of these remaining transit funds.	I appreciate the observation here that more funding will be needed.	Timothy Marino
Chapter: Policies and Actions Chapter Comment ID: 91 Page: 1 Heading: 1.1. Using this document	Each action includes is assigned to an agency who will lead or support the implementation.	Included	Glen Johnson



Location	Sentence Text	Comment	Policymaker
Chapter: Policies and Actions Chapter Comment ID: 87 Page: 1 Heading: . Title	POLICIES & ACTIONS CHAPTER	(inferred location) John Fahey, Carver County: There are 5 Goals, 16 Objectives, 33 Policies and about 190 Actions. Is it necessary to include this many policies and actions to meet the objectives and goals? Implementing this plan will be incredibly difficult. I urge the Met Council to consolidate the policies and actions to a reasonable number. Carver County prioritized the following Objectives in the initial listening session with Met Council staff. - Infrastructure in poor condition is repaired and replaced. - Existing transportation is modernized to serve current and emerging travel needs.(underline) - People do not die or face life-changing injuries on all forms of transportation.(underline) - Transportation Infrastructure withstands and recovers quickly from climate, natural and security disruptions. - People are protected from extreme weather and resulting outcomes while using transportation (e.g. heat, floods) - People have timely, reliable, and affordable driving, transit, walking, and biking options for reaching their destinations. - Areas with the highest population, job, and household growth receive priority for transportation investments that address their growing needs. - Newly developing areas of the region are supported with transportation investments that are appropriate for local development patterns. - Our region attracts and retains people and businesses with nationally and internationally competitive driving, freight, transit, walking, and biking options. - People and businesses can rely on time- and cost- effective movement of freight and goods.Only the 2 underlined appear to have been included. Overall, the objectives, policies and actions are not balanced by transportation need or mode.	John Fahey
Chapter: Policies and Actions Chapter Comment ID: 88 Page: 1 Heading: . Title	POLICIES & ACTIONS CHAPTER	(inferred location) Julie Jeppson, Anoka County: Extremely heavy towards bike/ped and transit. If this is predominate focus of the 2050 TPP, that's totally fine, but there has to include a study to rate the entirety of the regions transportation "grid." The suburbs have a shortage of bike/ped/transit options, so what will the plan do to increase those opportunities where they don't currently exist? How do the collar counties compare to Hennepin and Ramsey: population, miles of transit, land mass/use, realistic/logical options for implementation and growth.	Julie Jeppson
Chapter: Policies and Actions Chapter Comment ID: 89 Page: 1 Heading: . Title	POLICIES & ACTIONS CHAPTER	(inferred location) Julie Jeppson, Anoka County: We can look on a map and see the void/gaps were bike/ped/transit doesn't exist, but if this 2050 TPP is going to actually mean something, we need to understand the system that we actually have versus the system that we want, and, more important, how do we get there. It can be argued that the Plan does this, but I don't see anything that talks about disparities in geography.	Julie Jeppson
Chapter: Policies and Actions Chapter Comment ID: 92 Page: 5 Heading: 3. Our region is equitable and inclusive.	Our region is equitable and inclusive.	The historically disenfranchised groups identified are all appropriate. In the context of transportation planning, however, this list is arguably incomplete. The existing transportation system systematically disenfranchises anyone who uses any mode of transportation other than a personal car or truck for transportation. How can we say that we are working towards a truly equitable and inclusive transportation system if those groups are not identified and addressed in our policies and actions? To be fair, arguable, many of the policies below do at least implicitly speak to this issue (e.g. 11,12,15,16,17,18.19,20,21,22, and 23).	Brian Martinson



Location	Sentence Text	Comment	Policymaker
Chapter: Policies and Actions Chapter Comment ID: 93 Page: 5 Heading: 3.1. Objectives	Historically disadvantaged communities are better connected to jobs, education, and other opportunities.	This should also include "under-served" or otherwise highlight communities that have not had investments made in them to improve QoL.	Chris Geisler
Chapter: Policies and Actions Chapter Comment ID: 96 Page: 8 Heading: 4.1. Objectives	People feel safer, more comfortable, and more welcome when using any form of transportation.	Safer than what? More comfortable than what? This objective implies comparison, but doesn't provide it. I would suggest "recent years" or some moment in time. Phrases like: "Safer than before", "more comfortable each year", or "more welcome than ever".	Mark Jenkins
Chapter: Policies and Actions Chapter Comment ID: 97 Page: 8 Heading: 4.1. Objectives	Safe and affordable access to housing, food, education, job opportunities, and community and cultural resources can contribute and support a region where our residents live healthy and rewarding lives with a sense of dignity and wellbeing.	This should end with something like, "... an safe transportation is key to reaching these resources." It's missing the connection to the TPP while still a true statement.	Chris Geisler
Chapter: Policies and Actions Chapter Comment ID: 99 Page: 9 Heading: Policy 10. Work to eliminate fatalities and serious injuries from traffic crashes on the transportation system by 2050 using the Safe System approach.	Work to eliminate fatalities and serious injuries from traffic crashes on the transportation system by 2050 using the Safe System approach.	Include "or incidents" to expand beyond the basic understanding of a crash meaning two vehicles. Since this is public facing we should encourage less technical definitions.	Chris Geisler
Chapter: Policies and Actions Chapter Comment ID: 101 Page: 13 Heading: 5.1. Objectives	People experience more predictable travel times without experiencing excessive delays when traveling on highways.	Why is this limited to highways? Shouldn't we aim for this objective on highways, state roads, transit and active transportation?	Mark Jenkins
Chapter: Policies and Actions Chapter Comment ID: 102 Page: 13 Heading: 5.1. Objectives	A transportation system that is resilient and reliable provides affordable access to destinations by any mode of travel people may choose.	affordable seems like a shoehorn into this statement set.	Chris Geisler

Location	Sentence Text	Comment	Policymaker
<p>Chapter: Policies and Actions Chapter Comment ID: 103 Page: 14 Heading: Policy 17. Plan for pedestrians at the local level and provide regional funding and tools to support local pedestrian plan implementation.</p>	<p>Plan for pedestrians at the local level and provide regional funding and tools to support local pedestrian plan implementation.</p>	<p>This seems awkward and compound in nature.</p>	<p>Chris Geisler</p>
<p>Chapter: Policies and Actions Chapter Comment ID: 104 Page: 15 Heading: Policy 18. Use a variety of transit service types to match transit service delivery to meet residents' daily needs based on transit markets.</p>	<p>Use a variety of transit service types to match transit service delivery to meet residents' daily needs based on transit markets.</p>	<p>...to provide transit service to meet... or other re-work required. "to X to Y" does not read well and does not convey the goal.</p>	<p>Chris Geisler</p>
<p>Chapter: Policies and Actions Chapter Comment ID: 105 Page: 23 Heading: Policy 27. Identify and implement activities and investments that will mitigate current or anticipated climate or weather-related impacts.</p>	<p>Identify and implement activities and investments that will mitigate current or anticipated climate or weather-related impacts.</p>	<p>This section seems like it could include a goal for optimizing impervious surfaces by encouraging "renovations" of excessive parking lots. Could also include a "multi-use" idea by having a solar covering with chargers to increase shade, etc.</p>	<p>Chris Geisler</p>



Location	Sentence Text	Comment	Policymaker
Chapter: Policies and Actions Chapter Comment ID: 109 Page: 25 Heading: 6. We lead on addressing climate change.	We lead on addressing climate change. Objectives The region's transportation system minimizes its contributions to climate change. People have more access to and trust in zero emissions vehicle infrastructure. By 2050, the region reduces vehicle miles traveled by 20% per capita below 2019 levels. At 25%, the transportation sector generates the largest share of greenhouse gas emissions in Minnesota. Most emissions in the transportation sector come from gas- and diesel-powered vehicles. The region's goal to lead on addressing climate change envisions a region where we have mitigated greenhouse gas emissions (GHGs) and support the state's goal of a net-zero economy by 2050. Meeting this goal requires a comprehensive approach that includes supporting the transition to electric vehicles, reducing vehicle miles traveled, and other greenhouse gas mitigation efforts. Learn more about how transportation relates to this goal here. [Insert link to goal chapter.]	See my comments on the Climate Change Chapter.	Mark Jenkins
Chapter: Policies and Actions Chapter Comment ID: 106 Page: 25 Heading: 6.1. Objectives	The region's transportation system minimizes its contributions to climate change.	See my comment in the Climate Change Chapter about this not being an attainable objective without enacting land use reform to bring about denser development a reality in our region (and State as a whole).	Brian Martinson
Chapter: Policies and Actions Chapter Comment ID: 107 Page: 25 Heading: 6.1. Objectives	At 25%, the transportation sector generates the largest share of greenhouse gas emissions in Minnesota.	At 25% of total GHG emissions, the transportation sector generates the largest share of emissions in Minnesota.	Chris Geisler
Chapter: Policies and Actions Chapter Comment ID: 108 Page: 25 Heading: 6.1. Objectives	The region's goal to lead on addressing climate change envisions a region where we have mitigated greenhouse gas emissions (GHGs) and support the state's goal of a net-zero economy by 2050.	Greater MN will have a much more challenging time in reducing GHG Emissions. The 7-County region will have to do a disproportionate amount of the reduction and this should be stated.	Glen Johnson

Location	Sentence Text	Comment	Policymaker
Chapter: Policies and Actions Chapter Comment ID: 110 Page: 25 Heading: Policy 29. Ensure the availability, visibility, and accessibility of electric vehicle charging infrastructure.	Ensure the availability, visibility, and accessibility of electric vehicle charging infrastructure.	This section should consider model ordinances to encourage the expansion of EV charging at businesses or MF-housing that units can adopt or encourage.	Chris Geisler
Chapter: Policies and Actions Chapter Comment ID: 112 Page: 28 Heading: 7. We protect and restore natural systems.	We protect and restore natural systems. Objectives The region's transportation system and the people who use it limit their impacts on natural systems (e.g., air, water, vegetation, and habitat quality).	The goal states "protect and restore" yet the objective is to merely limit the impact. The policies address protection and restoration. So should the objective.	Mark Jenkins
Chapter: Climate Change Chapter Comment ID: 200 Page: 1 Heading: 0. Title	WE LEAD ON ADDRESSING CLIMATE CHANGE	If we make this claim, we need to document how we are addressing climate change faster, or better, than other leading regions. If we don't document this, the goal is hollow.	Mark Jenkins
Chapter: Climate Change Chapter Comment ID: 201 Page: 1 Heading: 0. Title	WE LEAD ON ADDRESSING CLIMATE CHANGE	Consider reorganizing this chapter to be more succinct and understandable. Put objectives, strategies (section 1), recommended policies and actions (section 3.1, 3.2) first and then the context (Section 2) and related work sections later or somewhere else.	John Fahey
Chapter: Climate Change Chapter Comment ID: 204 Page: 1 Heading: 1.1. Transportation Policy Plan Objectives	People have more access to and trust in zero emissions vehicle infrastructure.	Suggest "greater"	Chris Geisler
Chapter: Climate Change Chapter Comment ID: 354 Page: 1 Heading: 1.1. Transportation policy plan objectives	The region's transportation system minimizes its contributions to climate change.	Change "minimizes" to "significantly reduces" : "...transportation system [significantly reduces] its contributions..."	Jim Hovland

Location	Sentence Text	Comment	Policymaker
Chapter: Climate Change Chapter Comment ID: 210 Page: 1 Heading: 1.2.2. Our communities are healthy and safe.	Climate change mitigation actions have large benefits for public health, especially in reducing pollution and encouraging walking, rolling, and bicycling.	I appreciate calling out that the benefits are good for our communities in direct ways beyond GHG emission reductions.	Glen Johnson
Chapter: Climate Change Chapter Comment ID: 213 Page: 1 Heading: 1.2.2. Our communities are healthy and safe.	More people using transit has direct safety benefits (for example, fewer crashes and injuries), and more people walking, rolling, and biking can normalize interactions with drivers..	I'm not understanding what this means. A critical mass of people outside of cars so drivers don't behave badly?	Glen Johnson
Chapter: Climate Change Chapter Comment ID: 216 Page: 1 Heading: 1.2.3. Our region is dynamic and resilient.	Our transportation systems have historically relied too heavily on burning fossil fuels to move people and goods.	Drop "too". It is judgmental. The sentence will still illustrate the point without making a judgement some of our advocates will have trouble defending in their communities.	Mark Jenkins
Chapter: Climate Change Chapter Comment ID: 217 Page: 1 Heading: 1.2.3. Our region is dynamic and resilient.	New technologies and greater use of more efficient travel modes (for example, transit, walking, rolling, and biking) can reduce our contribution to climate change.	I'm not sure "efficient" is the correct word here. Efficiency can be measured in a lot of ways, a semi-truck is more efficient than a car or bike in hauling goods. A walker can go places where bike or car can't. A car can go much further, much faster than any active mode. Suggest something along the lines of "greater use of less resource intensive travel modes..." to stick with the theme of climate.	Chris Geisler
Chapter: Climate Change Chapter Comment ID: 219 Page: 1 Heading: 1.2.3. Our region is dynamic and resilient.	Reducing transportation emissions is an important part of the global effort to mitigate climate change. Without collective action to reduce the severity of climate change, the region's needs for climate adaptation and resilience will be larger and costlier.	Add: "and prevent the severe and costly damages climate change brings to our region, and the world." Drop the "collective action" sentence.	Mark Jenkins
Chapter: Climate Change Chapter Comment ID: 355 Page: 1 Heading: 1.2.3. Our region is dynamic and resilient	Our transportation systems have historically relied too heavily on burning fossil fuels to move people and goods.	Removed words and commented "this is the reality we have built" and also added the phrase "power vehicles that moved": "...historically relied on fossil fuels to [power vehicles that moved] people and goods."	Jim Hovland



Location	Sentence Text	Comment	Policymaker
Chapter: Climate Change Chapter Comment ID: 222 Page: 1 Heading: 1.2.4. We protect and restore natural systems.	Our natural systems benefit from many of the actions we take to reduce our contribution to climate change.	Drop: "our contribution to" and replace with "our impact on". Contribution tends to have a positive connotation as opposed to impact.	Mark Jenkins
Chapter: Climate Change Chapter Comment ID: 223 Page: 1 Heading: 1.2.4. We protect and restore natural systems.	Benefits of these actions to natural systems can include fewer pollutants in water runoff from roads, less impervious surface areas devoted to transportation, and opportunities for land uses that absorb less new land for development..	After two items that involve absorption of water, the use of the word absorb in reference to land use is a bit jarring. I had to read the line twice to notice the shift from physical absorption to systemic absorption.	Mark Jenkins
Chapter: Climate Change Chapter Comment ID: 356 Page: 1 Heading: 1.2.4. We protect and restore our natural systems	Our natural systems benefit from many of the actions we take to reduce our contribution to climate change.	added "will", "can", and "through policy efforts that will hopefully lead to effective de-carbonization": "Our natural systems [will] benefit from many of the actions we [can] take to reduce our contribution to climate change [through policy efforts that will hopefully lead to effective de-carbonization]."	Jim Hovland
Chapter: Climate Change Chapter Comment ID: 226 Page: 2 Heading: 1.3. Performance measures	Within the Twin Cities metro area, we forecast declining greenhouse gas emissions from on-road emissions between 2025 and 2050.	should refer to transportation emissions not just roads	John Fahey
Chapter: Climate Change Chapter Comment ID: 227 Page: 2 Heading: 1.3. Performance measures	These are expected to decline from x to y tons due to continued improvements in fuel efficiency and a growing share of electric vehicles.	Suggest including Hybrid in this list as well.	Chris Geisler
Chapter: Climate Change Chapter Comment ID: 229 Page: 2 Heading: 1.3. Performance measures	The modeled investments include larger scale transit and highway investments.	Larger highway investments seems counter intuitive to this section. Please expand when this section is completed to highlight how highway investments and climate are related.	Chris Geisler

Location	Sentence Text	Comment	Policymaker
Chapter: Climate Change Chapter Comment ID: 230 Page: 2 Heading: 2. Transportation Context for the Goal	Transportation Context for the Goal	There is a significant amount of information in this section which makes it difficult to follow. This section should be moved after the policies and actions.	John Fahey
Chapter: Climate Change Chapter Comment ID: 234 Page: 2 Heading: 2. Transportation Context for the Goal	Many technological developments have contributed greatly to our material well-being. However, as added greenhouse gases have accumulated in our atmosphere, we face increasing costs of a changing climate and even greater future uncertainty. Climate change is an ongoing global phenomenon with many regional and local impacts to people, communities, ecosystems, and habitats. In response, leaders at the international, national, state, and local level have begun to act to reduce further contributions to the accumulation of greenhouse gas emissions.	Suggest adding in past examples where actions to mitigate this impact have already occurred. E.g. Leaded Gas, CFC's, Pesticides like DDT, etc. Give examples where we have changed policies to improve QoL and Climate.	Chris Geisler
Chapter: Climate Change Chapter Comment ID: 235 Page: 2 Heading: 2. Transportation Context for the Goal	According to the Minnesota Pollution Control Agency, greenhouse gases in the transportation sector have decreased by 18 percent from 2005 to 2020..	This seems like a wildly misleading endpoint year given the extraordinary nature of 2020. In the included figure transportation is generally flat, and even rising in the year or two prior to 2020. This should either be updated to 2021, or later, data available. At the least, the exceptional year of travel behavior in 2020 should be named in the text with a trend line for this entire period included.	Glen Johnson
Chapter: Climate Change Chapter Comment ID: 236 Page: 2 Heading: 2. Transportation Context for the Goal	According to the Minnesota Pollution Control Agency, greenhouse gases in the transportation sector have decreased by 18 percent from 2005 to 2020..	Please add some sourcing or root causes to support why this happened and how the 2050 policy will continue to build upon those. This appears to suggest that doing what we already do is good enough.	Chris Geisler
Chapter: Climate Change Chapter Comment ID: 357 Page: 2 Heading: 2. Transportation Context for the Goal	However, as added greenhouse gases have accumulated in our atmosphere, we face increasing costs of a changing climate and even greater future uncertainty.	Removed "future" and added "with respect to the effect of that carbon on our planet": "...and even greater uncertainty [with respect to the effect of that carbon on our planet]."	Jim Hovland





Location	Sentence Text	Comment	Policymaker
Chapter: Climate Change Chapter Comment ID: 358 Page: 2 Heading: 2. Transportation Context for the Goal	The global community of nations, the United States, and Minnesota have recognized the need to reduce our contribution to climate change and reach a net-zero economy by 2050.	Replaced "net-zero" with "carbon-free" and requested a footnote "on state climate goals": "...and reach a [carbon-free] economy by 2025" (insert footnote)	Jim Hovland
Chapter: Climate Change Chapter Comment ID: 359 Page: 3 Heading: 2.1. Impacts of a changing climate	The impacts of a changing climate are well documented by decades of research at the state, national, and international level. The impacts to our planet, our nation, and Minnesota can be experienced in different but overlapping ways. Impacts are experienced especially acutely by communities in areas of concern for environmental justice.	Requested footnotes	Jim Hovland
Chapter: Climate Change Chapter Comment ID: 243 Page: 4 Heading: 2.1.2. United States Assessment	Climate change slows economic growth, while climate action presents opportunities.	"presents economic opportunities"	Mark Jenkins
Chapter: Climate Change Chapter Comment ID: 245 Page: 4 Heading: 2.1.2. United States Assessment	The assessment's findings also include that 40% of the total U.S. population is exposed to sea level rise in coastal communities across the country and, in a conservative estimate, extreme events already cost the U.S. close to \$150 billion each year.	While context setting is good, referencing coastal areas in our Midwest MPO plan seems off-base. Suggest referencing a more "close to home" example.	Chris Geisler
Chapter: Climate Change Chapter Comment ID: 252 Page: 5 Heading: 2.2. Transportation's Contribution to Climate Change	A decline of 18% has been seen in Minnesota since 2005, largely through increased fuel efficiency and reduced travel during the early years of the COVID-19 pandemic..	As above, more recent year information should be used if available and show whether this 2020 trend continued or rebounded to prior years.	Glen Johnson
Chapter: Climate Change Chapter Comment ID: 248 Page: 5 Heading: 2.1.3. Minnesota Assessment	Call out box: describe flooding patterns in MN River Vally near Shakopee and Chaska, frequency, duration, impacts, cost to raise Highway 101 out of flood plain	Consider adding in the number of pavement failures (buckles) we have had as well due to higher heat in the summer as well.	Chris Geisler

Location	Sentence Text	Comment	Policymaker
Chapter: Climate Change Chapter Comment ID: 250 Page: 5 Heading: 2.1.3.1. Minnesota's Resilience Improvement Plan	When it rains or snows, water can get into concrete. When temperatures dip below freezing, the water freezes and expands. The expansion can cause concrete to crack or break on bridges and potholes to form on roadways.	This seems normal. Rephrase it in a way that illustrates how climate change exacerbates these issues.	Mark Jenkins
Chapter: Climate Change Chapter Comment ID: 253 Page: 6 Heading: 2.2. Transportation's Contribution to Climate Change	Figure x: 2020 Greenhouse Gas Emissions in the Transportation Sector in MN	(inferred comment location) With light- (37%) and heavy-duty (19%) trucks being the greatest (56%) contributor to GHG and VMT, how will communities be able to offer enough transit/bike/ped options to reduce a sector that is impossible to utilize these options?e	Julie Jeppson
Chapter: Climate Change Chapter Comment ID: 254 Page: 6 Heading: 2.2. Transportation's Contribution to Climate Change		Is air conditioning that used in vehicles?	Glen Johnson
Chapter: Climate Change Chapter Comment ID: 1 Page: 6 Heading: 2.3.1. Trends	While population and vehicle-miles traveled have grown in Minnesota, the greenhouse gas emissions from transportation have declined 21% from 2005 to 2020, according to GHG data produced by the Minnesota Pollution Control Agency.	I believe I saw a decline of 18% in two other places higher up in this chapter of the document. I think 18% is the correct figure.	Todd Biewen
Chapter: Climate Change Chapter Comment ID: 256 Page: 6 Heading: 2.3.1. Trends	While population and vehicle-miles traveled have grown in Minnesota, the greenhouse gas emissions from transportation have declined 21% % from 2005 to 2020, according to GHG data produced by the Minnesota Pollution Control Agency.	Again, this stat could be misleading given the end year.	Glen Johnson
Chapter: Climate Change Chapter Comment ID: 257 Page: 6 Heading: 2.3.1. Trends	While population and vehicle-miles traveled have grown in Minnesota, the greenhouse gas emissions from transportation have declined 21% % from 2005 to 2020, according to GHG data produced by the Minnesota Pollution Control Agency.	Using these pinned numbers seems like an opportunity to set a benchmark with an outlier. Do we have any preliminary data that is 2022/2023 that may set a better "what's happened" number?	Chris Geisler

Location	Sentence Text	Comment	Policymaker
Chapter: Climate Change Chapter Comment ID: 261 Page: 7 Heading: 2.3.1. Trends	Electric vehicles are a small but growing part of light-duty vehicles on global, U.S., and Minnesota roads. Sales of electric vehicles (EVs), including PHEV and BEV, have grown from 200,000 vehicles in the U.S. in 2016 to an estimated 1.6 million in 2023, an eight-fold increase in 7 years. Automakers are making large investments in the production of BEVs and their batteries, and some even committing to phasing out internal combustion engine vehicles. Estimates are that, by 2030, greater than two-thirds of global car sales could be electric vehicles as purchase prices fall below that of internal combustion engine vehicles as early as 2026.	Can we cite the current percentage of PHEVs + BEV's of registered vehicles in MN.	Chris Geisler
Chapter: Climate Change Chapter Comment ID: 264 Page: 7 Heading: 2.3.1. Trends	Greenhouse gas emissions from Minnesota's power sector have dropped 40% over the last 10 years. Currently carbon-free sources (for example, solar, wind, nuclear, hydropower) produce 52% of Minnesota's electricity. Given this mix of electricity generation, BEVs have 78% less life-cycle greenhouse gas emissions than gasoline vehicles. With Minnesota's commitment to 100% clean energy by 2040, electric vehicles present an even greater opportunity to reduce greenhouse gas emissions.	Suggest some references be made to home energy improvements (using less) and distributed generation (solar / wind at home) be added here to combine with the overall power generation changes?	Chris Geisler
Chapter: Climate Change Chapter Comment ID: 266 Page: 7 Heading: 2.3.2. Opportunities	Although 80% of charging is currently done at home, lack of reliable public charging is one of the biggest barriers for most people considering the purchase of a BEV. Many people do not have easy access to charging at home (for example, multifamily homes, homes with limited off-street parking).	Revise to state something to indicate "charging at home" to mean single family homes or dedicated personal garages vs the wider "home" idea. As it stands this says charging at home is where it happens but also cannot happen at home.	Chris Geisler
Chapter: Climate Change Chapter Comment ID: 267 Page: 7 Heading: 2.3.2. Opportunities	The private sector and other nongovernment actors have invested in public charging across Minnesota. Currently the Twin Cities metro region has 1,176 charging ports available. Often more than one exists at an individual location and 174 of these are fast-charging ports. We can expect to see continued growth in public chargers; however, it will not meet the needs to accelerate BEV adoption.	Work is another key place to charge (long dwell time) and we should have some kind of call out for encouraging businesses to provide charging for employees.	Chris Geisler

Location	Sentence Text	Comment	Policymaker
Chapter: Climate Change Chapter Comment ID: 269 Page: 8 Heading: 2.3.3. Co-benefits	Reduced maintenance costs could be even more impactful as these vehicles age, targeting benefits to lower-income people who more often drive older vehicles.	Suggest avoiding hypothetical statements that haven't really been proven. Battery replacements can well exceed the value of a vehicle and essentially "total" a car on a time horizon that can result in cost parity with ICE vehicles.	Chris Geisler
Chapter: Climate Change Chapter Comment ID: 360 Page: 8 Heading: 2.3.3. Co-benefits	Reduced maintenance costs could be even more impactful as these vehicles age, targeting benefits to lower-income people who more often drive older vehicles.	Requested footnote	Jim Hovland
Chapter: Climate Change Chapter Comment ID: 273 Page: 8 Heading: 2.3.4. Challenges	In the short term, the purchase price of most BEVs exceed their internal combustion engine (ICE) counterparts. Fueling and maintenance costs savings can result in lower overall cost of ownership, but the initial purchase premium remains a barrier to some. This is an especially important barrier to low-income people's ability to access EV benefits. Federal and state incentives help to reduce the upfront costs of new and used EVs. Incentives exist for consumers, companies, and local governments and BEVs could generally be at price parity with their ICE counterparts as early as 2026.	Suggest clarifying what we mean by "overall cost of ownership" as a time horizon. Are we using the total useful life? 10 years? 15 years? Etc.	Chris Geisler
Chapter: Climate Change Chapter Comment ID: 276 Page: 9 Heading: 2.3.4. Challenges	BEVs do not eliminate air pollution from brake dust and tire wear. Brake dust may be reduced due to regenerative braking, however, tire wear is likely to increase due to the added weight of BEVs from the battery. Heavier vehicles also stop more slowly, leading to added crash concerns.	This section should be expanded to tie this into a need for smaller (lighter) vehicles and reduced VMT.	Glen Johnson
Chapter: Climate Change Chapter Comment ID: 277 Page: 9 Heading: 2.3.4. Challenges	Brake dust may be reduced due to regenerative braking, however, tire wear is likely to increase due to the added weight of BEVs from the battery. Heavier vehicles also stop more slowly, leading to added crash concerns.	This seems misplaced and incorrect. The stopping distance of most BEVs to ICE's is identical. E.g. Kia EV6 (~4500 lbs) and Mazda CX-5 (~3800 lbs) both have stopping distances of 110-115 ft from 60-0 MPH. A more proper risk is the mass increase causing more kinetic force in a crash, however velocity is significantly more impactful in that scenario than mass.	Chris Geisler
Chapter: Climate Change Chapter Comment ID: 278 Page: 9 Heading: 2.3.4. Challenges	Call out box: While EV fires have gained national attention ICE vehicles are much more likely to catch fire [get a source]. Active work is being done to support first responders with the intensity and other specifics of EV fires.	This isn't linking to anything in the text. An alternative could be the issue of bigger/heavier BEV as a caution of adoption.	Glen Johnson



Location	Sentence Text	Comment	Policymaker
Chapter: Climate Change Chapter Comment ID: 284 Page: 9 Heading: 2.4.1. Trends	Bus rapid transit and local bus routes have recovered more robustly than express bus service, which has been heavily impacted by ongoing telework trends.	This seems worthwhile to define what express service is and was designed for: commuters. It's only implied the way it is phrased.	Glen Johnson
Chapter: Climate Change Chapter Comment ID: 288 Page: 9 Heading: 2.4.2. Opportunities	Reducing vehicle miles traveled (VMT) is the most direct path to reducing greenhouse gas emissions.	suggest adding Reducing vehicle miles traveled (VMT) "of combustion engine vehicles" ... to the first sentence.	John Fahey
Chapter: Climate Change Chapter Comment ID: 290 Page: 9 Heading: 2.4.2. Opportunities	MnDOT's State Multimodal Transportation Plan includes a target to reduce VMT per capita (in other words, per person) 14% by 2040 (since 2019). This is equivalent to a 20% reduction by 2050.	Since MnDOT's target is state-wide, this should be clearly stated that the region will need to hit higher targets to account for the challenges of reducing VMT in more rural areas.	Glen Johnson
Chapter: Climate Change Chapter Comment ID: 292 Page: 10 Heading: 2.4.2. Opportunities	MnDOT's State Multimodal Transportation Plan includes a target to reduce VMT per capita (in other words, per person) 14% by 2040 (since 2019). This is equivalent to a 20% reduction by 2050. This target is a measure of how well our society is providing options other than driving alone (for example, carpooling, telework, riding transit, biking, walking, and rolling). The target is intended to encourage people to use a more sustainable mode of travel for some of the trips they normally take throughout the year or accomplish some of the same trips through online activities (for example telework or telehealth). The target is not intended to ask people to forgo trips they want to take (for example, trips to the cabin, school, and social events).	Suggestion to include a reference to changing delivery habits as well. "Reduce the number of deliveries to a home by consolidating orders." A general reference to the online and delivery trend to hopefully reduce VMT for these types of commerce.	Chris Geisler
Chapter: Climate Change Chapter Comment ID: 299 Page: 10 Heading: 2.4.2. Opportunities	Travel demand management describes a wide range of strategies that support the most efficient use of the transportation system by making personal travel options more flexible, understood, or convenient.	Another use of the word efficient that needs context setting. Suggest using alternative wording to imply "less impactful"	Chris Geisler
Chapter: Climate Change Chapter Comment ID: 303 Page: 10 Heading: 2.4.2. Opportunities	Large highway expansion projects can lead to added driving by making driving trips relatively more attractive or by encouraging development that is auto dependent.	This implies it's just a chance of it happening. Strengthening to 'often' or similar wording is reasonable. I also don't see the term 'induced demand.'	Glen Johnson

Location	Sentence Text	Comment	Policymaker
Chapter: Climate Change Chapter Comment ID: 305 Page: 10 Heading: 2.4.2. Opportunities	But highways also serve less GHG-intensive modes of travel.	... and serve commerce related activities like freight.	Chris Geisler
Chapter: Climate Change Chapter Comment ID: 306 Page: 10 Heading: 2.4.3. Co-benefits	Reducing the vehicle miles people travel, or even the need to own a personal vehicle, provides large monetary savings for people.	This may or may not be true depending on how they mode shift but it does provide less wear and tear on the infrastructure which can result in lower tax expense.	Chris Geisler
Chapter: Climate Change Chapter Comment ID: 2 Page: 10 Heading: 2.4.4. Challenges	Redevelopment and greenfield developments are important places implement land use types that reduce VMT.	to implement	Todd Biewen
Chapter: Climate Change Chapter Comment ID: 310 Page: 10 Heading: 2.4.4. Challenges	Most of our region's developed area was built post-World War II and oriented toward private automobiles.	Suggest an inclusion to highlight the loss of historical street car and transit investments that were present but then removed to favor cars.	Chris Geisler
Chapter: Climate Change Chapter Comment ID: 312 Page: 10 Heading: 2.4.4. Challenges	Communities that were built prior to World War II grew up as walkable communities around streetcars and buses. Most of our region's developed area was built post-World War II and oriented toward private automobiles. As a result of these development patterns and infrastructure decisions, the region has made it more difficult to shift VMT to modes other than driving alone.	(inferred comment location) Pre-WWII homes are more urban, which already has the infrastructure of transit/bike/ped, but what are some initiatives that the 2050 TPP can name to support the Post-WWII communities increase transit/bike/ped?	Julie Jeppson
Chapter: Climate Change Chapter Comment ID: 314 Page: 10 Heading: 2.4.4. Challenges	Redevelopment and greenfield developments are important places implement land use types that reduce VMT.	"places TO implement land use types"	Mark Jenkins
Chapter: Climate Change Chapter Comment ID: 317 Page: 10 Heading: 2.4.4. Challenges	Redevelopment and greenfield developments are important places implement land use types that reduce VMT. . However, most (or x%) of the urbanized land use we anticipate in 2050 is already urbanized today.	This seems to conflate all urbanized land use as being of the same density. There's a wide range within this category. Allowing more housing and density in already-urban areas would seemingly be an even better way to reduce VMT than a well-designed greenfield development.	Glen Johnson



Location	Sentence Text	Comment	Policymaker
Chapter: Climate Change Chapter Comment ID: 327 Page: 11 Heading: 2.5. Other Strategies	Electrification and reduction of VMT noted above present the most immediate and largest opportunities to reduce greenhouse gas emissions.	largest and most immediate	Mark Jenkins
Chapter: Climate Change Chapter Comment ID: 329 Page: 11 Heading: 2.5. Other Strategies	The study also found that e-commerce deliveries create less than one percent of VMT, and only about 1.4% of greenhouse gas emissions, as compared with personal shopping trips, resulting in a net reduction in VMT and greenhouse gas emissions.	This sentence is confusing. e-commerce equals less than 1% of VMT. It accounts for 1.4% of GHG emissions. “as compared with personal shopping trips (which is not documented here)”. This leads to an undocumented reduction in GHG emissions despite more than doubling by 2050.	Mark Jenkins
Chapter: Climate Change Chapter Comment ID: 332 Page: 11 Heading: 2.5. Other Strategies	Encouraging the use of electric, and maybe someday hydrogen, construction equipment can also reduction transportation’s contribution to climate change.	reduce	Mark Jenkins
Chapter: Climate Change Chapter Comment ID: 321 Page: 11 Heading: 2.4.4. Challenges	These modes serve important purposes in our region but replacing private vehicle trips with these more efficient modes is often not feasible.	Tying this to why should be clear. Mode shift is exceptionally hard in low density areas and those designed around car ownership.	Glen Johnson
Chapter: Climate Change Chapter Comment ID: 324 Page: 11 Heading: 2.4.4. Challenges	The study also found that significant infrastucture improvements have the potential to increase feasible ad ocpetitive mode shift opportunities to 50% of trips and 16.5% of VMT.	and competitive	Mark Jenkins
Chapter: Climate Change Chapter Comment ID: 326 Page: 11 Heading: 2.4.4. Challenges	The study also found that significant infrastucture improvements have the potential to increase feasible ad ocpetitive mode shift opportunities to 50% of trips and 16.5% of VMT.	Spelling Corrections: The study also found that significant infrastucture improvements have the potential to increase feasible ad ocpetitive mode shift opportunities to 50% of trips and 16.5% of VMT.	Julie Jeppson
Chapter: Climate Change Chapter Comment ID: 333 Page: 12 Heading: 2.6.1.1. Infrastructure Investment and Jobs Act and Inflation Reduction Act	Carbon Reduction Program: To reduce greenhouse gas emissions Minnesota will receive approximately \$20.9 million with an annual increase of approximately 1.9%. Approximately \$6M-\$8M of these funds are allocated to the Twin Cities metro region and are discussed under the investment plan.	(inferred comment location) If the federal government is providing funds through the Carbon Reduction Program for the reduction of GHG, where could funds come from to help with the mitigation of VMT, as referenced in the newly adopted legislation in 2023 that takes effect in February 2025?	Julie Jeppson

Location	Sentence Text	Comment	Policymaker
Chapter: Climate Change Chapter Comment ID: 334 Page: 13 Heading: 2.6.2. Minnesota Work	Minnesota Work	Add “A Greenhouse Gas Impact Assessment Working Group was formed to assist MnDOT with implementing this law”. Also mention their report and its location. Change “mitigation” to “offsets”. Include the wording about having “a layout submitted to MnDOT for approval” prior to the implementation date. This whole paragraph may need to be revised if the legislature revises section 161.175 in the 2024 legislative session which is likely.	John Fahey
Chapter: Climate Change Chapter Comment ID: 336 Page: 13 Heading: 2.6.2. Minnesota Work	MnDOT is working to implement 2023 state legislation to evaluate major highway-lane-expansion projects and intersection-to-interchange grade-separation projects on state highways (Transportation GHG Emissions Impact Assessment). These projects must include sufficient mitigation to meet state goals for greenhouse gas emissions and the VMT reduction. Minnesota Statute 161.175 states that projects must comply with this requirement effective February 1, 2025, before entering the Transportation Improvement Program.	(inferred comment location) Need to include the legislation that was adopted in 2023 for reduction in GHG and VMT for truck highway projects. How is Met Council and MN DOT going to help (financial, expertise, etc.) local agencies to mitigate GHG and VMT for construction projects?	Julie Jeppson
Chapter: Climate Change Chapter Comment ID: 343 Page: 14 Heading: 3.1. Policies & Actions	Policies & Actions	Add policies as needed based on the recommendations of the GHG Working Group such as assisting MnDOT with developing statewide modeling to measure GHG emissions, creating incentives for local communities to adopt land use policies that lower GHG emissions.	John Fahey





Location	Sentence Text	Comment	Policymaker
Chapter: Climate Change Chapter Comment ID: 341 Page: 14 Heading: 2.6.3. Regional and Local Work	<p>The Met Council's Maximum Mode Shift Study evaluated 500,000+ actual personal vehicle trips reported in the Travel Behavior Inventory surveys for which of these trips could feasibly and competitively be taken by lower carbon intensive modes (in other words transit, biking and walking). This study assumed current land use and transportation facilities. It found that under this scenario approximately 25% of vehicles trips and 4.5% of VMT could be taken by lower-carbon-intensive modes. Investments in transportation and changes in land use over time can build on this potential to reduce vehicle miles traveled. In the development of the Puget Sound Regional Council's (the metropolitan planning organization serving the Seattle metro area) long-range transportation plan, staff did sensitivity tests around a number of transportation GHG reduction strategies. These included road user charges, acceleration of high-capacity transit expansions, additional transit service, adjustments to roadway capacity expansion, increasing percentages of EVs in the region and increasing the work from home levels. They used land use, travel demand, and the Motor Vehicle Emission Simulator models to estimate that their plan was not achieving their GHG reduction targets. They concluded that increasing work-from-home levels to 30% and a road user charge of \$0.50 per mile all day were the most effective strategies, with estimates of GHG reduction by 2030 of 14% and 16%, respectively...</p>	<p>At a recent meeting, I recall either Steve Peterson or Charles Carlson stating that land use issues were going to be handled largely outside of the Transportation chapter of the Imagine 2050 planning. Something about avoiding redundancy. Yet, I don't see that there is a separate policy planning process elsewhere specific to addressing land-use reforms. These two paragraphs make clear why this is a mistake. While nods are made to the role of land use in driving VMT and therefore GHG emissions and other environmental harms, the true magnitude of the issue is being largely overlooked here. A recent report published in February of this year by the Rocky Mountain Institute (RMI) demonstrates this very clearly. <a href="https://rmi.org/why-state-land-use-reform-should-be-a-priority-climate-lever-for-america/">https://rmi.org/why-state-land-use-reform-should-be-a-priority-climate-lever-for-america/</a> See their methodology here: <a href="https://rmi.org/wp-content/uploads/2024/02/land_use_reform_methodology.pdf">https://rmi.org/wp-content/uploads/2024/02/land_use_reform_methodology.pdf</a> The type of land use reform modeled in the RMI report is merely enabling more compact development of future population growth. This could be accomplished through the sorts of zoning reforms that have recently been undertaken by Minneapolis, Saint Paul, and Bloomington, in our own Metro area. As demonstrated in the RMI analysis, allowing for gently denser development has both direct and indirect benefits in terms of environmental sustainability, and these operate very much in tandem with transportation demand and needs. Importantly, reducing VMT accounts for only a *small* portion of the overall benefits to reduced carbon emissions through densification of land use! Accounting for all the *indirect* reductions in carbon emissions that go along with higher density land use makes much clearer how focusing *only* on the direct transportation related effects on carbon emissions is a mistake. We can't get to our targeted emissions reductions by 2030 (or 2050) through electrification of cars alone. Reducing the amount of driving that is needed through densifying land uses is going to be required as well. This is a "both/and" situation. Given the inextricably linked nature of land use patterns and transportation demand, it feels like this topic needs to be given much greater attention in the Imagine 2050 planning. To focus on just transportation in one part of the work, and just land use in another, misses the importance of the interaction between these two spheres. And it is in the interaction where more of the potential for reducing carbon emissions lies. It is not redundant to talk about land use reform in the transportation chapter of the plan. Quite the contrary. To NOT discuss it in this chapter is to leave out a large part of the picture!//</p>	Brian Martinson
Chapter: Climate Change Chapter Comment ID: 347 Page: 15 Heading: 3.3. Related Work from Local Partners	Related Work from Local Partners	get information from the MnDOT SALT office related to the Local Agency VMT Working Group.	John Fahey

Location	Sentence Text	Comment	Policymaker
Chapter: Climate Change Chapter Comment ID: 350 Page: 15 Heading: 3.4. Work Program	Work Program	Add recommendations from the GHG Working Group related to modeling and incentives, as well as a process to determine GHG reduction targets for the MPO.	John Fahey
Chapter: Dynamic and Resilient Chapter Comment ID: 86 Page: 1 Heading: 1. Goal Overview	Transportation plans and policies must be dynamic and resilient.	Suggest a reword. The policies do not need to be resilient, they have no stress. They DO need to be dynamic to allow for adaptation. "must be dynamic and seek to create a resilient transportation system."	Chris Geisler
Chapter: Dynamic and Resilient Chapter Comment ID: 165 Page: 1 Heading: 1. Goal Overview	Our region meets the opportunities and challenges faced by our communities and economy including issues of choice, access, and affordability.	Added the words "present and future": "Our region meets the [present and future] opportunities and challenges faced by our communities and economy including issues of choice, access, and affordability."	Jim Hovland
Chapter: Dynamic and Resilient Chapter Comment ID: 166 Page: 1 Heading: 1. Goal Overview	Transportation needs to be dynamic, so we can adapt to changing needs and provide people with more choices and access.	Included the words "ever," "situations," and "system users": "Transportation needs to be dynamic, so we can adapt to [ever] changing [situations] and provide [system users] with more choices and access."	Jim Hovland
Chapter: Dynamic and Resilient Chapter Comment ID: 88 Page: 1 Heading: 1.1. Transportation Policy Plan Objectives	People experience more predictable travel times without excessive delays when traveling on highways.	Why just highways? Why not the entire transportation network including transit and active transportation?	Mark Jenkins
Chapter: Dynamic and Resilient Chapter Comment ID: 89 Page: 1 Heading: 1.1. Transportation Policy Plan Objectives	People experience more predictable travel times without excessive delays when traveling on highways.	I've added this in other contexts, but this should apply to all mode options, not just highways.	Glen Johnson
Chapter: Dynamic and Resilient Chapter Comment ID: 167 Page: 1 Heading: 1.1. Transportation Policy Plan Objectives	People experience more predictable travel times without excessive delays when traveling on highways	Added a word to the 3rd bullet point of section 1.1 - suggestion unclear	Jim Hovland



Location	Sentence Text	Comment	Policymaker
Chapter: Dynamic and Resilient Chapter Comment ID: 168 Page: 1 Heading: 1.1. Transportation Policy Plan Objectives	People and businesses can rely on predictable and cost-effective movement of freight and goods.	Removed the word "people" from the 4th bullet point: "[Businesses] can rely on predictable and cost-effective movement of freight and goods."	Jim Hovland
Chapter: Dynamic and Resilient Chapter Comment ID: 90 Page: 1 Heading: 1.2.2. Our communities are healthy and safe.	Projects that repair, replace, and renew infrastructure to improve system resilience and reliability are an opportunity to upgrade infrastructure safety features and mitigate health impacts to advance Our Region is Healthy and Safe goal.	Suggest reword. "...renew infrastructure can improve system resilience, reliability, and safety features to mitigate health impacts..."	Chris Geisler
Chapter: Dynamic and Resilient Chapter Comment ID: 169 Page: 1 Heading: 1.2.2. Our Communities are Healthy and Safe	The 2050 Transportation Policy Plan supports projects that renew, repair, and replace transportation infrastructure. These projects are an opportunity, and expected, to advance <i>Imagine 2050</i> goals, including the <i>Our Region is Dynamic &amp; Resilient</i> goal:	Added the word "safety": "Projects that repair, replace, and renew infrastructure to improve system resilience, [safety], and reliability are an opportunity to upgrade..."	Jim Hovland
Chapter: Dynamic and Resilient Chapter Comment ID: 91 Page: 1 Heading: 1.2.4. We protect and restore natural systems.	Improvements to stormwater and ice management can advance the We Protect and Restore Natural Systems goal through reduced discharge impacts on waterways.	Opportunity to also add something around adding greenery or otherwise restoring a more sustainable environment near projects.	Chris Geisler
Chapter: Dynamic and Resilient Chapter Comment ID: 83 Page: 1 Heading: . Title	OUR REGION IS DYNAMIC & RESILIENT	John Fahey, Carver County: No other comments except a recommendation to reorganize the chapter to focus on objectives, strategies, policies and work program followed by the background and context information.	John Fahey
Chapter: Dynamic and Resilient Chapter Comment ID: 85 Page: 1 Heading: . Title	Our region meets the opportunities and challenges faced by our communities and economy including issues of choice, access, and affordability.	John Fahey, Carver County: Opening goal statement should include " and infrastructure resiliency"	John Fahey

Location	Sentence Text	Comment	Policymaker
Chapter: Dynamic and Resilient Chapter Comment ID: 92 Page: 2 Heading: 1.3. Performance measures	These measures are still being developed and will be included when they are ready.	This should be brought up in other contexts as the TPP moves through revisions so expectations are set clearly and publicly.	Glen Johnson
Chapter: Dynamic and Resilient Chapter Comment ID: 94 Page: 2 Heading: 2. Transportation Context for the Goal	Transportation Context for the Goal	John Fahey, Carver County: Section 2 includes references to data sources in some statements, but several are missing the data reference notation and source.	John Fahey
Chapter: Dynamic and Resilient Chapter Comment ID: 95 Page: 2 Heading: 2.1. Choice	These needs vary by geography and a person's circumstances, like whether they have a car available, are traveling with passengers, or have limited mobility.	Including those who cannot (or should not) be driving should be here. This may be more explored in the Equitable & Inclusive Chapter, but those without driver's licenses (including those under 16), those unable to drive safely anymore, and those with permanent or temporary disabilities beyond mobility are groups that don't seem addressed here.	Glen Johnson
Chapter: Dynamic and Resilient Chapter Comment ID: 96 Page: 2 Heading: 2.1. Choice	These needs vary by geography and a person's circumstances, like whether they have a car available, are traveling with passengers, or have limited mobility.	Suggest including need to haul or carry goods.	Chris Geisler
Chapter: Dynamic and Resilient Chapter Comment ID: 170 Page: 2 Heading: 2.1. Choice	The core purpose of transportation is to provide access to the places people and goods need to reach.	Added "in the most effective and efficient way possible": "The core purpose of transportation is to provide access to the places people and goods need to reach [in the most effective and efficient way possible]."	Jim Hovland
Chapter: Dynamic and Resilient Chapter Comment ID: 171 Page: 2 Heading: 2.1. Choice	These needs vary by geography and a person's circumstances, like whether they have a car available, are traveling with passengers, or have limited mobility.	Added "may" and "such as": "These needs [may] vary by geography and a person's circumstances, [such as] whether they have a car available, are traveling with passengers..."	Jim Hovland
Chapter: Dynamic and Resilient Chapter Comment ID: 172 Page: 2 Heading: 2.1. Choice	We need to provide travel choices that recognize peoples' dynamic needs.	Altered the format of the final two sentences within section 2.1	Jim Hovland



Location	Sentence Text	Comment	Policymaker
Chapter: Dynamic and Resilient Chapter Comment ID: 173 Page: 2 Heading: 2.1. Choice	We need to provide travel choices that recognize peoples' dynamic needs.	Altered the format of the final two sentences within section 2.1	Jim Hovland
Chapter: Dynamic and Resilient Chapter Comment ID: 99 Page: 2 Heading: 2.1.1. Limited Access	Lower access to destinations by transit relative to driving means Black people, Indigenous people, and People of Color have lower access to destinations, as people with these racial identities are more likely to use transit. About 55% of transit riders in the region are Black, Indigenous, or People of Color, compared to these racial identities being 30% of the regional population.	Consider using language like "disproportionately impact." This language appears to indicate that transit is for BIPOC communities vs being a fact of existence for an area or region.	Chris Geisler
Chapter: Dynamic and Resilient Chapter Comment ID: 174 Page: 2 Heading: 2.1.2. Limited Access	Disparate access between people who drive and people who ride transit negatively impacts transportation equity in the Twin Cities.	Added the phrase "and economic ability": "Disparate access between people who drive and people who ride transit negatively impacts transportation equity [and economic ability] in the Twin Cities."	Jim Hovland
Chapter: Dynamic and Resilient Chapter Comment ID: 175 Page: 2 Heading: 2.1.2. Changes in Travel Since Onset of COVID-19 Pandemic	Years later, many workers continue to work in hybrid or remote environments.	Requesting a data source to be included	Jim Hovland
Chapter: Dynamic and Resilient Chapter Comment ID: 101 Page: 3 Heading: 2.1.2. Changes in Travel Since Onset of the COVID-19 Pandemic	For example, regional transit ridership was down over 50% during the first few years of the pandemic but is growing again as service is being restored to pre-pandemic levels.	Suggest adding a more "current" ridership % to highlight the rebound in usage. Potentially clustered bar chart showing previous, COVID, current by transit segment like commuter, BRT, etc.	Chris Geisler
Chapter: Dynamic and Resilient Chapter Comment ID: 176 Page: 3 Heading: 2.1.2. Changes in Travel Since Onset of COVID-19 Pandemic	<Placeholder for description of latest TBI findings...	"Input information"	Jim Hovland

Location	Sentence Text	Comment	Policymaker
Chapter: Dynamic and Resilient Chapter Comment ID: 102 Page: 3 Heading: 2.1.3. Improving the Menu of Travel Choices	Improving the Menu of Travel Choices	Consider adding a more explicit point that an increase in menu allows for the system to be more dynamic to local and regional needs.	Chris Geisler
Chapter: Dynamic and Resilient Chapter Comment ID: 103 Page: 3 Heading: 2.1.3. Improving the Menu of Travel Choices	The development of the region largely focused on auto-oriented growth after World War II as the nation rapidly expanded highways and freeways and the private automobile became more affordable and available.	Please include the removal of street car and other transit items along with the expansion of the auto-growth comments.	Chris Geisler
Chapter: Dynamic and Resilient Chapter Comment ID: 177 Page: 3 Heading: 2.1.3. Improving the Menu of Travel Choices	A large portion of auto travel throughout the region consists of trips that are relatively short.	"In distance and duration": "A large portion of auto travel throughout the region consists of trips that are relatively short [in distance and duration]."	Jim Hovland
Chapter: Dynamic and Resilient Chapter Comment ID: 178 Page: 3 Heading: 2.1.3. Improving the Menu of Travel Choices	The study found that a quarter of current auto trips in the region could feasibly shift to walking, biking, or transit with competitive travel times to traveling by car with current infrastructure.	Placed a question mark at the end of the final sentence in the second paragraph and asked for a footnote citation to be added	Jim Hovland
Chapter: Dynamic and Resilient Chapter Comment ID: 105 Page: 3 Heading: 2.1.3.1. Transit	Transit	John Fahey, Carver County: should include Micro-Transit.	John Fahey
Chapter: Dynamic and Resilient Chapter Comment ID: 106 Page: 3 Heading: 2.1.3.1. Transit	In the decades prior to the COVID-19 pandemic, transit use was seeing substantial growth as the system underwent expansions, primarily in transitways and suburban express markets. The region's transit ridership grew from about 65 million in 1995 to over 98 million in 2015, a 50% increase in 20 years. Over 35% of the region's transit ridership takes place on the growing network of transitways that are being implemented, an indication of the impact of significant investments in the system.	This should tie the suburban express (commuter) dropoff to remote work and include stats on both how transitways, such as aBRT, are doing so well versus commuter routes which have not. Also seems relevant to note the hub and spoke system for commuter and many express routes doesn't fit the current transit-use patterns.	Glen Johnson

Location	Sentence Text	Comment	Policymaker
Chapter: Dynamic and Resilient Chapter Comment ID: 107 Page: 3 Heading: 2.1.3.1. Transit	In the decades prior to the COVID-19 pandemic, transit use was seeing substantial growth as the system underwent expansions, primarily in transitways and suburban express markets. The region's transit ridership grew from about 65 million in 1995 to over 98 million in 2015, a 50% increase in 20 years. Over 35% of the region's transit ridership takes place on the growing network of transitways that are being implemented, an indication of the impact of significant investments in the system. Despite the region's auto-oriented development patterns, engagement efforts around transportation routinely hear about the need for improved transit. The region's development patterns are also changing in response to this demand. Since 2009, 34% of regional development has been permitted along high-frequency transit. This includes 53,200 multifamily units that represent 40% of the region's total. As of 2023, An additional 36,900 units of multifamily housing are planned to be near high-frequency transit, with 47% of all planned developments located near high-frequency transit. In 2023, the Minnesota State Legislature passed a transportation finance bill that includes increased, long-term investment in regional transit. This is a further indication of the desires and needs to invest in transit as an option for regional travelers.	This section seems like a detour from the "dynamic and resilient" point of the chapter. Suggest being more specific to how high-frequency creates a more dynamic environment and more language to show the integration of the paragraph to the section.	Chris Geisler
Chapter: Dynamic and Resilient Chapter Comment ID: 179 Page: 3 Heading: 2.1.3.1. Transit	In the decades prior to the COVID-19 pandemic, transit use was seeing substantial growth as the system underwent expansions, primarily in transitways and suburban express markets.	more of this data could be valuable to thinking about transit in a post-pandemic world.	Jim Hovland
Chapter: Dynamic and Resilient Chapter Comment ID: 180 Page: 4 Heading: 2.1.3.2. Walking and Rolling	See the pedestrian Investment Direction & Plan for further description of...	Placed a questions mark and an "F" at the end of the final sentence of this section	Jim Hovland



Location	Sentence Text	Comment	Policymaker
Chapter: Dynamic and Resilient Chapter Comment ID: 108 Page: 4 Heading: 2.1.3.3. Bicycling	The Twin Cities region is nationally renowned for its bicycling infrastructure. PeopleForBikes, a non-profit bicycle policy and trade organization, consistently ranks Minneapolis and Saint Paul as two of the best large cities for biking. In 2023, Minneapolis topped the chart as the best large city to bike in, and Saint Paul ranked seventh.	This should include 'in the U.S.' And can then follow up with comparisons to other countries' bike infrastructure to show the ability to go further. Paris is a good recent example of rapid change, but there are others in South America, Europe, and Asia.	Glen Johnson
Chapter: Dynamic and Resilient Chapter Comment ID: 110 Page: 4 Heading: 2.1.3.3. Bicycling	The Metropolitan Council maintains two major planning tools for improving bicycling in the Twin Cities:	These are both related to physical infrastructure (capital projects) constructed by partners. An additional piece on maintenance (especially in winter conditions) and regional programs such as bikeshare should be included/created for these systems to have the most impact.	Glen Johnson
Chapter: Dynamic and Resilient Chapter Comment ID: 115 Page: 5 Heading: 2.2. Reliability	When travel times are unpredictable, people and businesses in the region pay additional costs in lost time to participate in our regional economy.	Suggest "in lost time or disruption"	Chris Geisler
Chapter: Dynamic and Resilient Chapter Comment ID: 113 Page: 5 Heading: 2.1.3.4. Travel Demand Management	These examples among many others demonstrate that people want and are willing to make different travel choices if they are supported with resources to feel confident.	If they are supported or incented to change mode.	Chris Geisler
Chapter: Dynamic and Resilient Chapter Comment ID: 116 Page: 5 Heading: 2.2.1. Infrastructure Renewal, Repair, and Replacement	A bridge that is due for replacement may have a travel restriction for certain vehicle types and force freight vehicles to divert miles out of the way to find an alternate route.	Include a statement about how this "reduces options and dynamism of the system."	Chris Geisler
Chapter: Dynamic and Resilient Chapter Comment ID: 117 Page: 5 Heading: 2.2.1. Infrastructure Renewal, Repair, and Replacement	A bus that is older and past its useful life is more prone to breaking down.	Suggest removing this as it's a small point vs infrastructure. (we wouldn't put a failing car on this bullet list.)	Chris Geisler



Location	Sentence Text	Comment	Policymaker
Chapter: Dynamic and Resilient Chapter Comment ID: 118 Page: 5 Heading: 2.2.1. Infrastructure Renewal, Repair, and Replacement	A road that was built 50 years ago may not meet minimum accessibility standards for people who have disabilities, requiring them to navigate an unreliable crossing or make a significant detour.	Consider pivoting to a walking/rolling example. A non-ADA ped facility for example.	Chris Geisler
Chapter: Dynamic and Resilient Chapter Comment ID: 119 Page: 6 Heading: 2.2.2. Roadway Congestion & Delay	Roadway Congestion & Delay	Adding again that delay for any form of travel should be included in this, not just highway congestion/delay.	Glen Johnson
Chapter: Dynamic and Resilient Chapter Comment ID: 125 Page: 6 Heading: 2.2.3. Freight Reliability	Managed capacity improvements, such as E-ZPass lanes that allow access during congested times for a fee.	This isn't really a freight benefit, this is a HOV/SOV benefit.	Chris Geisler
Chapter: Dynamic and Resilient Chapter Comment ID: 181 Page: 6 Heading: 2.2.3. Freight Reliability	Our regional economic competitiveness relies on a transportation system...	"This section is very weak and needs improvement"	Jim Hovland
Chapter: Dynamic and Resilient Chapter Comment ID: 182 Page: 9 Heading: 3.1. Policies and Actions	Policy 2. Ensure the region has funding to achieve our goals.	Input "adequate": "Ensure the region has [adequate] funding to achieve our goals."	Jim Hovland
Chapter: Dynamic and Resilient Chapter Comment ID: 183 Page: 9 Heading: 3.1. Policies and Actions	Policy 24. Plan for and invest in first/last-mile freight connections between major freight generators and the regional highway system.	"Is there more we can add for freight?" and asked to check more related data	Jim Hovland
Chapter: Equitable and Inclusive Chapter Comment ID: 115 Page: 1 Heading: 1.1. As a Value in Imagine 2050	We are dedicated to creating systems, policies, and programs that repair and heal past harms, foster an equitable future, and eliminate disparities.	"attempt to": "We are dedicated to creating systems, policies, and programs that [attempt to] repair..."	Jim Hovland

Location	Sentence Text	Comment	Policymaker
Chapter: Equitable and Inclusive Chapter Comment ID: 31 Page: 1 Heading: 1.2. Transportation Policy Plan objectives	Transportation Policy Plan objectives	I'm unsure where items such as experiences of LGBTQI+ community members (other than one study happening in 2024 mentioned further down) or seniors would land within these objectives. There's some overlap between seniors and disabilities, but there's no specific segment I saw regarding the impact to mobility as people age.	Glen Johnson
Chapter: Equitable and Inclusive Chapter Comment ID: 116 Page: 1 Heading: 1.2. Transportation Policy Plan Objectives	Historically disadvantaged communities are better connected to jobs, education, and other opportunities. We repair and eliminate disparate and unjust impacts and harms to Black people, Indigenous people, and people of color. We better meet the transportation needs of people who have disabilities or limited mobility.	Made minor adjustments to each of the 3 bullet points by adding and removing words: "Historically disadvantaged communities [become] better connected to..." "Repair and eliminate disparate..." "Better meet the transportation needs of people [with]disabilities or limited mobility."	Jim Hovland
Chapter: Equitable and Inclusive Chapter Comment ID: 117 Page: 1 Heading: 1.3.2. Our Region is Dynamic and Resilient	In Imagine 2050, our region meets the opportunities and challenges of choice, access, and affordability faced by our communities within the economic landscape. Choice, access, and affordability can make big differences in the lives of people who have been excluded in many ways.	changed "the" to "our," changed "big" to "significant," added "all" & "and especially those," and replaced "excluded" with "disadvantaged": "...faced by our communities within [our] economic landscape." "...and affordability can make [significant] differences in the lives of [all] people [and especially those] who have been [disadvantaged] in many ways."	Jim Hovland
Chapter: Equitable and Inclusive Chapter Comment ID: 32 Page: 1 Heading: . Historically disadvantaged communities are better connected to jobs, education, and other opportunities.	Historically disadvantaged communities are better connected to jobs, education, and other opportunities. We repair and eliminate disparate and unjust impacts and harms to Black people, Indigenous people, and people of color. We better meet the transportation needs of people who have disabilities or limited mobility.	The historically disenfranchised groups identified are all appropriate. In the context of transportation planning, however, this list is arguably incomplete. The existing transportation system systematically disenfranchises anyone who uses any mode of transportation other than a personal car or truck for transportation. How can we say that we are working towards a truly equitable and inclusive transportation system if those groups are not identified and addressed in our policies and actions? I would like to see this chapter take up that question seriously and expand the focus to include these other disenfranchised groups. There are plenty of policies in the policy chapter that do, at least implicitly, speak to this, but it would be further helpful to the discourse to make this point explicitly, and this chapter feels like the appropriate place to do that.	Brian Martinson
Chapter: Equitable and Inclusive Chapter Comment ID: 27 Page: 1 Heading: . Title	OUR REGION IS EQUITABLE AND INCLUSIVE	(inferred location) Julie Jeppson, Anoka County: Please consider adding to this section the immigrants/refugee population. This could have changed since I heard it last year, but Anoka County has the largest Ukrainian immigrant population in the state. What about their transportation needs? I'm sure in the coming years, we'll also have a large number of Spanish-speaking immigrants, as well as continued, African immigrants. This is the key in growing our population, but also in providing a safe, welcoming community to groups of people who have seen and experienced the worst of humanity.	Julie Jeppson

Location	Sentence Text	Comment	Policymaker
Chapter: Equitable and Inclusive Chapter Comment ID: 28 Page: 1 Heading: . Title	OUR REGION IS EQUITABLE AND INCLUSIVE	(inferred location) Julie Jeppson, Anoka County: What about equity and inclusivity in regards to geography?	Julie Jeppson
Chapter: Equitable and Inclusive Chapter Comment ID: 29 Page: 1 Heading: . Title	OUR REGION IS EQUITABLE AND INCLUSIVE	(inferred location) John Fahey, Carver County: I suggest the chapter be reorganized to be more succinct and understandable. Put objectives, strategies (section 1), recommended policies and actions (section 4) first and then the context (Section 2&3) and previous study work (4.3) later or somewhere else. Introduce Section 2&3 and their subsections with a clarifying statement so they are less opinion based.	John Fahey
Chapter: Equitable and Inclusive Chapter Comment ID: 120 Page: 2 Heading: 1.4. Performance Measures	As part of the Transportation Policy Plan, performance measures will help evaluate how well the region addresses the plan's goals and objectives.	"Plan": "...how well the region addresses the [Plan's] goals and objectives."	Jim Hovland
Chapter: Equitable and Inclusive Chapter Comment ID: 34 Page: 2 Heading: 2. Equity and Transportation	Equity and Transportation	John Fahey, Carver County: consider changing to "Transportation Context for the Goal", This section contains many opinions, beliefs and acknowledgements that cover the entire transportation system. This section should be introduced for context or removed.	John Fahey
Chapter: Equitable and Inclusive Chapter Comment ID: 121 Page: 2 Heading: 2. Equity and Transportation	It is reasonable for a Native American to doubt that anything meaningful might come from sharing their story in light of centuries of broken promises and broken treaties throughout American history.	Added a comment questioning the wording of the final sentence in the second paragraph of this section	Jim Hovland
Chapter: Equitable and Inclusive Chapter Comment ID: 118 Page: 2 Heading: 1.3.3. We lead on addressing climate change	We are mitigating greenhouse gas emissions and have adapted to ensure our communities and systems are resilient to climate impact.	"through purposeful greenhouse gas reduction strategies" and "made efforts": "We are mitigating Green House Gas emissions [through purposeful greenhouse gas reduction strategies] and have [made efforts] to ensure..."	Jim Hovland

Location	Sentence Text	Comment	Policymaker
Chapter: Equitable and Inclusive Chapter Comment ID: 119 Page: 2 Heading: 1.3.4. We protect and restore natural systems	We protect, integrate, and restore natural systems to protect habitat and ensure a high quality of life for the people of our region. An Indigenous worldview sees everything as connected rather than people being separate from nature. Minnesota is increasingly learning from the traditional ecological knowledge of its tribal nations.	Added "both" and replaced the first section of the second sentence with "we": "...and restore natural systems to [both] protecthabitat and...[We see] everything as connected rather than..."	Jim Hovland
Chapter: Equitable and Inclusive Chapter Comment ID: 122 Page: 3 Heading: 2.2. Engagement with communities	Inequitable outcomes stem from processes that have historically excluded people, devalued their needs, and denied them power in decision making processes that affect them.	Added the word "some" and commented that a phrase could be removed: Added word: "...historically excluded [some] people..." Asks to consider removing thebracketed phrase "with communication that is understandable"	Jim Hovland
Chapter: Equitable and Inclusive Chapter Comment ID: 43 Page: 3 Heading: 2.2.1. Incentives for community members	Incentives for community members	Fully support making any significant feedback ( advisory group, focus group, ongoing data collection) have compensation to acknowledge the labor being put in. This could also serve to broaden the number of people willing (and able) to give their input. Note: further discussion needed for implementation, but would expect public comment items and short surveys would be separate, such as the noted gift cards for a survey.	Glen Johnson
Chapter: Equitable and Inclusive Chapter Comment ID: 46 Page: 4 Heading: 3. Additional Imagine 2050 context	Additional Imagine 2050 context	John Fahey, Carver County: Section 3 is full of information but is confusing. It contains goals and policy statements that are reworked in section 4.	John Fahey
Chapter: Equitable and Inclusive Chapter Comment ID: 123 Page: 4 Heading: 3.1. Imagine 2050 Equity Definition	Equity at the Met Council means that historically excluded communities – especially Black communities, Indigenous communities, and communities of color – have measurably improved outcomes through an intentional and consistent practice of adapting policies, systems, services, and spending so that they contribute to the repair of both historic and ongoing injustice.	"policies abd outcomes": "...and spending so that [policies and outcomes] contribute to the repair..."	Jim Hovland
Chapter: Equitable and Inclusive Chapter Comment ID: 129 Page: 4 Heading: 3.2. Imagine 2050 Racial Equity Framework	The Center for Urban and Regional Affairs at the University of Minnesota has used a racial equity framework to guide its work with communities and other stakeholders.	Requesting a citation be added in the footnote	Jim Hovland

Location	Sentence Text	Comment	Policymaker
Chapter: Equitable and Inclusive Chapter Comment ID: 126 Page: 4 Heading: 3.1.1.	3.1.1 Conditions for success for equity	Added a separate sub-section "3.1.1.4 Repair: Engage in reparative strategies to correct injustice"	Jim Hovland
Chapter: Equitable and Inclusive Chapter Comment ID: 124 Page: 4 Heading: 3.1.1.1. Lead with race: Improve outcomes toward eliminating racial disparities	Race is the largest predictor for inequities in the region	should be a data source for this	Jim Hovland
Chapter: Equitable and Inclusive Chapter Comment ID: 125 Page: 4 Heading: 3.1.1.2 & 3.1.1.3. Action-Oriented: Intentional, ongoing.... & Historic Context: Repair both historic...	3.1.1.2 Action-oriented: Intentional, ongoing, and consistent practice of adapting policies, systems, and structures. 3.1.1.3 Historic context: Repair both historic and ongoing injustice.	Add "for equitable success," replaced "repair" with "identify" : 3.1.1.2 "...adapting policies, systems, and structures [for equitable success]" 3.1.1.3 "Historic Context: [Identify] both historic and ongoing injustice."	Jim Hovland
Chapter: Equitable and Inclusive Chapter Comment ID: 50 Page: 4 Heading: 3.1.1.4. Power-sharing: Historically excluded communities share power in all levels of decision-making	Power-sharing: Historically excluded communities share power in all levels of decision-making	This will be a challenging one to implement in some spaces and the steps and process to do so will need to be laid out carefully. An example from transportation is the Transportation Advisory Board, which is an overwhelmingly white space.	Glen Johnson
Chapter: Equitable and Inclusive Chapter Comment ID: 127 Page: 4 Heading: 3.1.1.4. Power-Sharing	3.1.1.4 Power-sharing: Historically excluded communities share power in all levels of decision-making	3.1.1.5: changing title from "Power-sharing" to "Voice" and changing "share power" to "have a voice": "3.1.1.5 [Voice]: Historically excluded communities [have a voice] in all levels of decision-making."	Jim Hovland
Chapter: Equitable and Inclusive Chapter Comment ID: 128 Page: 4 Heading: 3.1.1.5. Accountability	3.1.1.5 Accountability: Measurably improve outcomes as defined by those most affected by them through engagement	Changing the numbering to 3.1.1.6 and bracketing a phrase with the comment "don't we want the improvements to be data driven?"	Jim Hovland



Location	Sentence Text	Comment	Policymaker
Chapter: Equitable and Inclusive Chapter Comment ID: 130 Page: 5 Heading: 3.2.2. Contextualized	Disconnected solutions will not help reduce inequities.	Crossed out a phrase and asked "fact or opinion?"	Jim Hovland
Chapter: Equitable and Inclusive Chapter Comment ID: 51 Page: 5 Heading: 3.2.4. Example application of the framework in transportation	One transportation example for this racial equity framework is the METRO Blue Line extension light rail project. The Met Council worked with the Center for Urban and Regional Affairs (CURA) on an anti-displacement project for the Blue Line extension. CURA worked with different community and governmental partners to look at potential policies that could prevent housing, business, and cultural displacement in the corridor resulting from the construction of the Blue Line extension.	This is a good example of this type of work being done by the Met Council. The caveat being that funding is not coming from the Met Council and many policies are outside its jurisdiction. As specific items are confirmed, they should be included here during the draft stage.	Glen Johnson
Chapter: Equitable and Inclusive Chapter Comment ID: 131 Page: 6 Heading: 3.5. Federal Context	The Biden administration has taken several equity related actions	Crossed out a sentence entirely	Jim Hovland
Chapter: Equitable and Inclusive Chapter Comment ID: 132 Page: 7 Heading: 3.5.1. Justice40	The Justice40 Initiative is a government-wide effort to ensure federal benefits reach communities who have the most need.	added "federal" and replaced "who" with "which": "The Justice40 initiative is a [federal] government-wide effort...reach communities [which] have the most need."	Jim Hovland
Chapter: Equitable and Inclusive Chapter Comment ID: 58 Page: 8 Heading: 4. Implementation	Implementation	John Fahey, Carver County: Section 4.1 and 4.2 are good. 4.3 and 4.4 could be combined. 4.3 is a snapshot in time and could be summarized more with links and references to the studies.	John Fahey
Chapter: Equitable and Inclusive Chapter Comment ID: 59 Page: 8 Heading: 4.1. Policies and actions	Conduct engagement activities and implement shared decision making with historically underrepresented communities throughout policy making, planning, and project development to ensure equitable distribution of the benefits and burdens of transportation investments.	Julie Jeppson, Anoka County: It's wonderful to "conduct engagement activities and implement shared decision making," but is there some tangible results that can be included so this action doesn't become a box to be checked, as was mentioned in the quote at the beginning of this chapter.	Julie Jeppson



Location	Sentence Text	Comment	Policymaker
Chapter: Equitable and Inclusive Chapter Comment ID: 133 Page: 8 Heading: 4.1. Policies and Actions	Conduct engagement activities and implement shared decision making with historically underrepresented communities throughout policy making, planning, and project development to ensure equitable distribution of the benefits and burdens of transportation investments.	Added "in those historically underrepresented communities" : "...burdens of transportation investment ["in those historically underrepresented communities]."	Jim Hovland
Chapter: Equitable and Inclusive Chapter Comment ID: 134 Page: 8 Heading: 4.1. Policies and Actions	Implement strategies against gentrification and displacement caused by transportation investments.	Removed the word "gentrification"	Jim Hovland
Chapter: Equitable and Inclusive Chapter Comment ID: 135 Page: 8 Heading: 4.2. Connections to Investment Plan	Equity work fundamentally means changing policies, practices, and procedures to ensure that existing and future structures incorporate equity considerations as part of the essential work.	"Of an agency": "...of the essential work [of an agency]."	Jim Hovland
Chapter: Equitable and Inclusive Chapter Comment ID: 136 Page: 9 Heading: 4.2. Connections to Investment Plan	The Regional Solicitation will be addressed through the Regional Solicitation Evaluation work program item.	Commented to bring attention to the second paragraph of the section (beneath the table)	Jim Hovland
Chapter: Equitable and Inclusive Chapter Comment ID: 137 Page: 10 Heading: 4.3.1. Met Council Equity Evaluation of Regional Transportation Investments	The project is guided by a community-based Equity Policy Group who use their lived experiences using and living near the transportation system to inform this work.	Added "whose members" and replaced "lived" with "actual": "...Equity Policy Group [whose members] use their [actual] experiences, using and living..."	Jim Hovland
Chapter: Equitable and Inclusive Chapter Comment ID: 65 Page: 11 Heading: 4.4.1. Metropolitan Highway Harms Study	Metropolitan Highway Harms Study	Include a link to study page for information and to follow along.	Glen Johnson



Location	Sentence Text	Comment	Policymaker
Chapter: Equitable and Inclusive Chapter Comment ID: 138 Page: 11 Heading: 4.4.1. Metropolitan Highway Harms Study	This study will identify the types and levels of long-term and continuing harms and impacts of the Metropolitan Highway System on adjacent communities and populations, propose mitigation investment actions, and prioritize mitigation investments and locations for funding and eventual inclusion in the regional transportation policy plan.	Identify or prioritize? on the word prioritize in the last sentence of the final paragraph	Jim Hovland
Chapter: Healthy and Safe Chapter Comment ID: 103 Page: 1 Heading: 1.1. Transportation Policy Plan Objectives	People do not die or face life-threatening injuries when using any form of transportation.	We develop our own ____ & Vision Zero?	Jim Hovland
Chapter: Healthy and Safe Chapter Comment ID: 104 Page: 1 Heading: 1.1. Transportation Policy Plan Objectives	We mitigate and avoid harms to people caused by nearby transportation infrastructure and use (for example, air quality, noise, light)	Added the phrase "Or newly built": "We mitigate and avoid harms to people caused by nearby [or newly built] transportation infrastructure and use (for example, air quality, noise, light)"	Jim Hovland
Chapter: Healthy and Safe Chapter Comment ID: 105 Page: 1 Heading: 1.2.2. Intersections with other Imagine 2050 goals	Having choices for how to travel supports health by ensuring walking, rolling, and biking can be easily done across different types of communities	Included the words "and between": "Having choices for how to travel supports health by ensuring walking, rolling and biking can be easily done across [and between] different types of communities"	Jim Hovland
Chapter: Healthy and Safe Chapter Comment ID: 106 Page: 1 Heading: 1.2.2. Intersections with other Imagine 2050 goals	Having choices also supports people being able to choose the travel mode that feels safest to them.	Added the phrase "they believe is safest for them from both a physical and mental health standpoint.": "Having choices also supports people being able to choose the travel mode that [they believe is] safest [for] them [from both a physical and mental health standpoint]."	Jim Hovland
Chapter: Healthy and Safe Chapter Comment ID: 107 Page: 1 Heading: 1.2.3. Intersections with other Imagine 2050 goals	Imagine 2050 has a goal that we have mitigated greenhouse gas emissions and have adapted to ensure our communities and systems are resilient to climate impact.	what does this mean?	Jim Hovland





Location	Sentence Text	Comment	Policymaker
Chapter: Healthy and Safe Chapter Comment ID: 108 Page: 1 Heading: 1.2.3. Intersections with other Imagine 2050 goals	Imagine 2050 has a goal that we have mitigated greenhouse gas emissions and have adapted to ensure our communities and systems are resilient to climate impact.	Changed phrase to "climate events": "Imagine 2050 has a goal that we have mitigated greenhouse gas emissions and have adapted to ensure our communities and systems are resilient to [climate events]"	Jim Hovland
Chapter: Healthy and Safe Chapter Comment ID: 109 Page: 1 Heading: 1.2.3. Intersections with other Imagine 2050 goals	Climate change is connected with health impacts from increased heat effects, flooding, and other extreme weather impacts, among other effects.	Added the words "to", "due to", and "events": "Climate change is connected [to] health impacts [due to] increased heat effects, flooding, and other extreme weather [events], among other effects."	Jim Hovland
Chapter: Healthy and Safe Chapter Comment ID: 110 Page: 1 Heading: 1.2.3. Intersections with other Imagine 2050 goals	Climate change is connected with health impacts from increased heat effects, flooding, and other extreme weather impacts, among other effects.	Placed a question mark after a bracketed phrase	Jim Hovland
Chapter: Healthy and Safe Chapter Comment ID: 111 Page: 1 Heading: 1.2.4. Intersections with other Imagine 2050 goals	In Imagine 2050, we protect, integrate, and restore natural systems to protect habitat and ensure a high quality of life for the people of our region.	Added the word "systematically" and the phrase "to enhance the": "In Imagine 2050, we [systematically] protect, integrate, and restore the natural systems to protect habitat and [enhance the] quality of life for the people of our region.	Jim Hovland
Chapter: Healthy and Safe Chapter Comment ID: 46 Page: 1 Heading: . Title	OUR COMMUNITIES ARE HEALTHY AND SAFE	(inferred location) John Fahey, Carver County: I suggest the chapter be reorganized to be more succinct and understandable. Put objectives, strategies (section 1), recommended action and policies (section 3.1, 3.2) first and then the context (Section 2) and related public health work (3.3) later or somewhere else. Introduce Section 2 and subsections with a clarifying statement so they are less opinion based.	John Fahey
Chapter: Healthy and Safe Chapter Comment ID: 113 Page: 2 Heading: 1.3. Performance Measures	As part of the Transportation Policy Plan, performance measures will help evaluate how well the region addresses the plan's goals and objectives.	Added the phrase "across all goals": "As part of the Transportation Policy Plan, performance measures [across all goals] will help evaluate how well the region addresses the plan's goals and objectives."	Jim Hovland



Location	Sentence Text	Comment	Policymaker
Chapter: Healthy and Safe Chapter Comment ID: 48 Page: 2 Heading: 2. Transportation Context for the Goal	Transportation Context for the Goal	John Fahey, Carver County: Is the first paragraph necessary? Could start the section with the second paragraph: 'safety is part of public health'...	John Fahey
Chapter: Healthy and Safe Chapter Comment ID: 49 Page: 2 Heading: 2.1. Introduction to safety and health considerations	Elevating health and safety as a regional goal for communities comes at a time when life expectancy in the U.S. is decreasing and fatalities and serious injuries from traffic crashes have increased since the COVID-19 pandemic began.	I believe the latest year data showed this is increasing again, but the causes of death listed next are very relevant.	Glen Johnson
Chapter: Healthy and Safe Chapter Comment ID: 114 Page: 2 Heading: 2.1. Introduction to safety and health concerns	Some people live with chronic illnesses that result in disabilities from environments that are not built to meet their needs, so the baseline is not the same for everyone.	Crossed out the ending phrase of the first paragraph and input a new phrase: "Some people live with chronic illnesses that result in disabilities from environments that are not built to meet their needs, so the baseline [for human health is individual yet universal as well]."	Jim Hovland
Chapter: Healthy and Safe Chapter Comment ID: 115 Page: 2 Heading: 2.1. Introduction to safety and health concerns	Beyond those effects, people being able to feel safe and comfortable while traveling relates to mental health and social connection.	What about physical health?	Jim Hovland
Chapter: Healthy and Safe Chapter Comment ID: 116 Page: 2 Heading: 2.1. Introduction to safety and health concerns	Along with transportation, these include economic stability, education, health care access and quality, social and community context (including discrimination), and neighborhood and built environments.	Quality' isn't this a medical factor?	Jim Hovland
Chapter: Healthy and Safe Chapter Comment ID: 51 Page: 2 Heading: 2.2. Traffic safety	Minnesota has supported a goal of zero deaths from traffic crashes for a long time with work through the Minnesota Toward Zero Deaths program, which is a partnership between the Minnesota Departments of Transportation, Health, and Public Safety.	John Fahey, Carver County: add local agencies to the partnership statement.	John Fahey

Location	Sentence Text	Comment	Policymaker
Chapter: Healthy and Safe Chapter Comment ID: 52 Page: 2 Heading: 2.2. Traffic safety	Minnesota has supported a goal of zero deaths from traffic crashes for a long time with work through the Minnesota Toward Zero Deaths program, which is a partnership between the Minnesota Departments of Transportation, Health, and Public Safety.	(inferred location) Julie Jeppson, Anoka County: Advisory Council on Traffic Safety – I’m appointed as AMC’s representative on this newly established group. I believe they should definitely be included in the 2050 TPP as a partner in our efforts of TZD 2.0.	Julie Jeppson
Chapter: Healthy and Safe Chapter Comment ID: 53 Page: 2 Heading: 2.2. Traffic safety	At the national level, the work toward reaching zero deaths from traffic crashes is now being framed in a Safe System approach, and work to implement this approach is beginning in Minnesota and the region.	This framing leaves the following section ambiguous as to whether the region is following these elements or they are being looked at. This should be explicit about what is being committed to by the Met Council and greater clarity on which elements are within its purview or that of its partners in the region. Much of this discusses national policies.	Glen Johnson
Chapter: Healthy and Safe Chapter Comment ID: 112 Page: 2 Heading: 1.2.4. Intersections with other Imagine 2050 goals	One example is how water quality affects the environment overall while people rely on it for drinking water and recreation	Commented about wanting a greater example of the criticality of clean water	Jim Hovland
Chapter: Healthy and Safe Chapter Comment ID: 54 Page: 2 Heading: 2.2.1. Safe System approach	Safe System approach	(inferred location) Julie Jeppson, Anoka County: how does this align with current and future legislation that is passed? The most recent VMT/GHG bill by Rep. Kraft doesn’t acknowledge the Approach in his legislation but only focuses reduction of VMT and GHG. I would think they’d need to work in tandem with one another versus conflict.	Julie Jeppson
Chapter: Healthy and Safe Chapter Comment ID: 55 Page: 2 Heading: 2.2.1. Safe System approach	Safe System approach The Safe System approach, promoted by the U.S. Department of Transportation, is an important shift in safety planning and implementation. It provides a more holistic approach to addressing traffic safety as a system rather than as individual problems or solutions.	While it seems necessary to incorporate the FHWA “Safe System Approach” to transportation safety, it would be further beneficial to also incorporate the critiques of that framework, and the alternative “Safe Systems Pyramid” framework that has recently been proposed by Dr. David Ederer (CDC) and colleagues. <a href="https://www.sciencedirect.com/science/article/pii/S2590198223001525">https://www.sciencedirect.com/science/article/pii/S2590198223001525</a> That work brings a more coherent systems *framework* to the issue – one that derives from decades of though in the public health arena. And it makes much more explicit than the FHWA approach the role of kinetic energy as the “disease” vector that needs to be addressed, not just focusing on crashes per se.	Brian Martinson
Chapter: Healthy and Safe Chapter Comment ID: 118 Page: 3 Heading: 2.2.2. Safe System approach principles	The transportation system needs to be designed and operated so that mistakes don’t result in death or serious injury.	Added the phrase "human effort does not": "The transportation system needs to be designed and operated so that [human effort does not] result in death or serious injury"	Jim Hovland

Location	Sentence Text	Comment	Policymaker
Chapter: Healthy and Safe Chapter Comment ID: 119 Page: 3 Heading: 2.2.2. Safe System approach principles	The transportation system needs to be centered on these human limits that cannot withstand the dangers a vehicle-dominant system presents.	Added the word "all": "The transportation system needs to be centered on these human limits that cannot withstand [all] the dangers a vehicle-dominant system presents."	Jim Hovland
Chapter: Healthy and Safe Chapter Comment ID: 61 Page: 4 Heading: 2.2.3.1. Safe speeds	In 2019, state law changed to allow cities to set speed limits on city streets based on a safety, engineering, traffic analysis. The Cities of Minneapolis and Saint Paul worked jointly to lower their speed limits in 2020, and some other cities in the region have followed, including St. Louis Park.	John Fahey, Carver County: remove the 20-mph sign. This is not standard everywhere. Remove the reference to City of Mpls and St Paul as this is too specific for a policy document.	John Fahey
Chapter: Healthy and Safe Chapter Comment ID: 64 Page: 5 Heading: 2.2.3.1. Safe speeds	The City of Minneapolis will be seeking authority from the state legislature in 2024 to do a pilot for implementing traffic safety camera enforcement.	This should be updated depending on the outcome of the legislative session.	Glen Johnson
Chapter: Healthy and Safe Chapter Comment ID: 120 Page: 6 Heading: 2.2.3.3. Safe Vehicles	The Insurance Institute for Highway Safety published research in 2023 that showed these larger vehicles were 45% more likely to cause death for pedestrians. (the commenter indicates that a footnote should be placed after this sentence)	Comment requesting a footnote to be added	Jim Hovland
Chapter: Healthy and Safe Chapter Comment ID: 71 Page: 6 Heading: 2.2.3.5. Post-crash care	Post-crash care	Julie Jeppson, Anoka County: There is nothing in this section or anywhere else with this chapter regarding the long-term implications for a crash. Could there be something included about medical bills, insurance premiums, hospital stay, missed employment, change in employment ability due to crash, car repair bills, plus the secondary trauma of the public safety officers at the scene.	Julie Jeppson
Chapter: Healthy and Safe Chapter Comment ID: 76 Page: 7 Heading: 2.3. Safety, comfort, and belonging while traveling	Safety, comfort, and belonging while traveling	John Fahey, Carver County: Avoid opinion statements. Add an introduction statement to put the section in context. Reference the research documents or source of statements better.	John Fahey

Location	Sentence Text	Comment	Policymaker
Chapter: Healthy and Safe Chapter Comment ID: 78 Page: 7 Heading: 2.3.1. Race and ethnicity	Because Minnesota does not require local police departments to collect traffic stop data including race, there is currently no consistent database to use for routine analysis on potential racial disparities across jurisdictions, although individual cities may track their traffic stop data. The 2003 report is the most recent analysis available at a statewide or regional level. A 2011 U.S. Department of Justice national report on traffic and street stops found that more Black drivers were stopped. The National Highway Traffic Safety Administration administers grants under the federal Section 1906 program to prohibit racial profiling and encourage states to maintain information on race and ethnicity for drivers in traffic stops, as well as developing programs to reduce the disparate impact from traffic stops. In 2015, Metro Transit analyzed its police incident data by race and found disparities in its treatment of people of color.	Links to these reports should be included.	Glen Johnson
Chapter: Healthy and Safe Chapter Comment ID: 82 Page: 8 Heading: 2.4. Transportation benefits for public health	Transportation benefits for public health	John Fahey, Carver County: 2.4, 2.5. 2.6 Again there is a need for an introductory statement to put these sections in context better, otherwise there should be references to facts, research etc. If some of these statements are related to recommended actions, show them in the Policy and Actions section.	John Fahey
Chapter: Healthy and Safe Chapter Comment ID: 79 Page: 8 Heading: 2.3.2. Gender	MnDOT did a study in 2023 on Advancing Equity in Accessibility and Travel Experiences: The Role of Gender and Identity.	Include link	Glen Johnson
Chapter: Healthy and Safe Chapter Comment ID: 80 Page: 8 Heading: 2.3.3. Disability	The Twin Cities Public Transit and Human Services Transportation Coordinated Plan from 2020 identified the lack of accessible public restrooms, shelters, and benches along transit routes as a challenge for people with a range of medical conditions or disabilities. The plan identified the need for coordination on access or provision of these services as a strategy to address the needs of people with disabilities.	Include study link. Also notable that an ongoing Metro Transit practice to address safety complaints at a bus stop is to remove the bench. Most public locations, whether transportation-related or not, simply don't have restroom access as well.	Glen Johnson

Location	Sentence Text	Comment	Policymaker
Chapter: Healthy and Safe Chapter Comment ID: 83 Page: 9 Heading: 2.5.2. Air pollution	A shift to electric vehicles may help address emissions from exhaust but will not address the unregulated health impacts from these pollutants.	Should mention that electric vehicles are heavier than comparable ICE ones which creates more particulate pollution.	Glen Johnson
Chapter: Healthy and Safe Chapter Comment ID: 85 Page: 10 Heading: 2.5.4. Noise	While noise walls related to highways are one potential mitigation, busier arterials may still have higher levels of noise that can't be addressed with noise walls.	This seems like a good point to mention that vehicle speed is associated with noise. Other factors are of course also at play.	Glen Johnson
Chapter: Healthy and Safe Chapter Comment ID: 86 Page: 11 Heading: 2.5.5. Mental health and community connections	In 2024, Met Council will begin a study on the harms done in the region by freeways.	If possible, a link to the study outline and timeline.	Glen Johnson
Chapter: Healthy and Safe Chapter Comment ID: 121 Page: 11 Heading: 2.5.7. Lack of Affordable Housing	While providing this shelter is not a primary purpose for transportation, transportation has been providing shelter for some residents in the context of insufficient affordable housing in the region.	Added "our" and "facilities and equipment have": "While providing this shelter is not a primary purpose for transportation, [our] transportation [facilities and equipment have] been providing shelter for some residents in the context of insufficient affordable housing in the region."	Jim Hovland
Chapter: Healthy and Safe Chapter Comment ID: 93 Page: 12 Heading: 3. Implementation	Implementation	This should be elevated early in the chapter (or even consider swapping the order) to note that the first sections are for context and this section is for actions that can (should?) be taken within the TPP across partners.	Glen Johnson
Chapter: Healthy and Safe Chapter Comment ID: 92 Page: 12 Heading: 2.6.2. Learning from COVID-19 to support public health	The significant shift to telework and holding remote or combined in-person and online events increased opportunities for some people with disabilities who had previously been excluded.	This should be a specific step the Met Council can include in all public meetings and sources of input from the community. It's unfortunately not included in many advisory positions due to state public meeting laws.	Glen Johnson
Chapter: Healthy and Safe Chapter Comment ID: 94 Page: 13 Heading: 3.2. Investment plan	Investment plan	If including group in charge of fund or fund allocations, include in the description.	Glen Johnson

Location	Sentence Text	Comment	Policymaker
Chapter: Healthy and Safe Chapter Comment ID: 96 Page: 15 Heading: 3.4.4. Counties and cities	Counties and cities	Opportunity to tie together new active transportation funding sources between the county and TAB to create regional systems (bikeshare, Bike Network gap, sidewalks gaps) in a systematic way.	Glen Johnson
Chapter: Natural Systems Chapter Comment ID: 37 Page: 3 Heading: 3.1. Policies & Actions	Policies & Actions	John Fahey, Carver County: Policy 32 and 33 need clarification. 32. It is not always possible to change existing right of ways without impacting traveler safety. 33. Suggested change: Revise “prioritize projects” ...to “provide incentives to projects that minimize impervious surface area and enhance stormwater infiltration.” Again, critical infrastructure improvements cannot always reduce impervious surfaces. There are already strict requirements from resources agencies to avoid, minimize, and enhance natural resources.	John Fahey
Chapter: Natural Systems Chapter Comment ID: 40 Page: 3 Heading: 3.1. Policies & Actions	Prioritize projects which reduce total impervious surface coverage or minimize right-of-way needs.	This is an opportunity for scoring within the Regional Solicitation, which can include elements beyond federal requirements. This may be discussed in expanded sections below.	Glen Johnson
Chapter: Aviation Chapter Comment ID: 60 Page: 10 Heading: 2.2.1. Ground access to MSP	Transit access is provided primarily from the METRO Blue Line light rail that runs between downtown Minneapolis and the Mall of America in Bloomington, and the Route 54 bus that runs from downtown Saint Paul to MSP. Both routes run at high frequencies and provide opportunities for numerous transfers; however, direct transit access does not reach significant portions of the region.	Does this plan include thoughts about the Riverview Streetcar that will largely replace the 54 and provide service from downtown St. Paul down West 7th Street? Connecting a 2nd downtown with rail service, especially if it provides fast service, would be important for MSP.	Glen Johnson
Chapter: Aviation Chapter Comment ID: 61 Page: 10 Heading: 2.2.1. Ground access to MSP	Currently, there is some non-motorized access to MSP via a sidewalk on 34th Avenue from Bloomington to Terminal 2. People, including bicyclists may use the sidewalk space or roadway along 34th Ave to access Terminal 2, however the options are limited, and do not provide safe or comfortable space for people walking, biking or rolling. Additionally, there is a need for end of trip facilities like bike racks and other parking options for users once they arrive at the terminal.	Even if longer term plans for the highway 5 interchange are pending, what is stopping these secure bike parking improvements at Terminal 2?	Glen Johnson



Location	Sentence Text	Comment	Policymaker
Chapter: Aviation Chapter Comment ID: 62 Page: 11 Heading: 2.3. Airport Classifications, System Role, and Function	Airport Classifications, System Role, and Function	Mayor Jeff Weisensel, Rosemount/TAB: Airport classification et al-there are some general comments around aircraft types and sizing (narrow bodies). I was unable to relocate where I was reading it, but it would be helpful to better defined planes being used at the various airports. Perhaps it is buried in an Appendix, but some idea of plane types or sizing, particularly at regional would provide some clarity.	Jeff Weisensel
Chapter: Aviation Chapter Comment ID: 63 Page: 18 Heading: 3.3.2. Aircraft noise	For additional noise related information, refer to the individual airport long-term comprehensive plans for noise modeling and operational documentation, the Met Council's Local Planning Handbook for communities and the Builder's Guide for acoustic requirements concerning construction of new single-family detached housing in noise policy areas.	Are there relevant pieces from the noise modeling, health impacts, and mitigation pieces relevant to freeways, highways, busy arterials, or areas near hospitals (helicopters and ambulances) as well as other emergency vehicle density that disrupt the surroundings with loud noise periodically?	Glen Johnson
Chapter: Bicycle Chapter Comment ID: 212 Page: 1 Heading: 0. Title	BICYCLE INVESTMENT DIRECTION	Mayor Jeff Weisensel, Rosemount/TAB: General comment-bicycles should be prioritized as more recreational vs economic and where it intersects with other transportation modes, safety a overarching part of the plan to protect users.	Jeff Weisensel
Chapter: Bicycle Chapter Comment ID: 213 Page: 2 Heading: 1. Introduction	Bicycling is an essential travel mode in our regional transportation system that provides many local and global benefits. It allows people to leave their cars at home for making daily trips, without adding greenhouse gas emissions that contribute to climate change. Riding a bike for commuting to work or school, running errands, shopping, or visiting friends provides opportunities for people to include physical activity in their daily travel routines, thereby affording them the physical and mental health benefits biking provides...[additional highlighted text omitted]	This introduction is focused almost exclusively on bicycling as a transportation mode. What is here is good, but it feels like it would be helpful to include at least some discussion here about bicycling as a leisure-time or recreational activity. A good deal of the funding that has historically been put into bike-infrastructure has been predominantly for recreational riding purposes. Mountain-biking trails, and other trails where folks "drive to the ride" are predominantly this. And while some of us *do* use a variety of recreational trails for primary transportation purposes, they are really not a primary component of the transportation system per se. Going forward, I hope that TAB might, in fact, distinguish between bike infrastructure that is primarily transport related and that which is primarily recreation related. Too often, when people think about bikes, they *only* think about the recreational component, and we need people thinking about bikes as both recreational tools and serious transportation tools. Being explicit about the differences helps keep both aspects of biking in the forefront.	Brian Martinson
Chapter: Bicycle Chapter Comment ID: 214 Page: 3 Heading: 1.2.3. We lead on addressing climate change	Providing well-planned and prioritized bicycle facilities, which includes designing facilities that are safe, comfortable and inviting, will play an important role in helping "the region's transportation system minimize its contributions to climate change" and in meeting the 2050 regional target to "reduce vehicle miles traveled by 20% per capita below 2019 levels."	It's stunning that in a chapter dedicated to discussing bicycling as transportation, this is absolutely the *only* reference made to VMT.	Brian Martinson





Location	Sentence Text	Comment	Policymaker
Chapter: Bicycle Chapter Comment ID: 215 Page: 4 Heading: 2.1.1. Regional Bicycle System Inventory	The Regional Bicycle System Inventory was compiled with the help of the seven metro region counties and their member cities by combining available local bike plan data into unified county datasets.	Is this inventory available online? If so, a link would be appropriate. In the footnote to Table 1, the inventory appears to be from 2016. Given how quickly the bike network has been built out in this time, a note in the text to give that context is helpful and a short note of the trends in the years since.	Glen Johnson
Chapter: Bicycle Chapter Comment ID: 217 Page: 5 Heading: 2.2. Shared Mobility Options and Mobility Hubs	The term "shared mobility" refers to a set of transportation resources that are shared among users and are typically designed to function on technology-enabled platforms (meaning, they will work with a smartphone).	I know it says typically works with a smartphone, so there's room for shared mobility services that don't require a smartphone. But I think it's important to draw attention to how Evie can use Go-To Cards. I hope in the future that more mobility services don't require the use of a phone since not everyone has access to it. Either due to cost or that their phone is dead.	Timothy Marino
Chapter: Bicycle Chapter Comment ID: 218 Page: 5 Heading: 2.2. Shared Mobility Options and Mobility Hubs	Dial-a-ride (Metro Mobility, Transit Link)	I would add Metro Move to this	Timothy Marino
Chapter: Bicycle Chapter Comment ID: 216 Page: 5 Heading: 2.1.1. Regional Bicycle System Inventory	Table 1. Regional Bicycle System Mileage Summary*	Would very much like to see a breakout of mileages that are primarily for transportation vs. mileages that are primarily for recreation purposes. Acknowledging that there is a grey area between these two.	Brian Martinson
Chapter: Bicycle Chapter Comment ID: 222 Page: 6 Heading: 2.3. Implications of the Growing Use of Electric Bikes	Implications of the Growing Use of Electric Bikes	This is a nice discussion of e-bikes. One additional point that should be made here is that as we move towards electrification of the majority of the vehicle fleet, e-bikes are going to be at least as important, if not *more* important than electric cars. They are significantly less expensive, far lower carbon, don't produce nearly the same PM2.5 as electric-cars, don't do the same damage to roadways as heavy electric-cars and trucks, and don't require as much carbon input in their creation.	Brian Martinson
Chapter: Bicycle Chapter Comment ID: 223 Page: 6 Heading: 2.3. Implications of the Growing Use of Electric Bikes	Implications of the Growing Use of Electric Bikes	Mayor Jeff Weisensel, Rosemount/TAB: Implications-do not see the word "safety" in this whole section-might be implied but should be explicit	Jeff Weisensel

Location	Sentence Text	Comment	Policymaker
Chapter: Bicycle Chapter Comment ID: 224 Page: 6 Heading: 2.3. Implications of the Growing Use of Electric Bikes	According to a KARE 11 news report based on Department of Revenue data, an estimated 100,000 e-bikes were purchased statewide in 2022. This sales total compares favorably with the 1.1 million e-bikes sold in the U.S. that year, up from about 325,000 purchases in 2018, and representing nearly a four-times factor jump in four years.	I found this KARE 11 article and the information does not match what's presented here. The article has 2000 e-bikes sold in MN in 2020 and then a vague note about 100,000 e-bikes sold, which may mean nationally. No reference is given other than it comes from the MN Dept of Revenue. If MN sales were 9% of the e-bikes in the country in 2022 that would be very noteworthy. Replace with a direct source for the number of e-bikes sold in MN and the US for the most recent year possible. KARE 11 article for reference: <a href="https://www.kare11.com/article/news/local/breaking-the-news/minnesota-to-offer-e-bike-tax-credit/89-da9e359f-3f80-437b-806d-63183dbe999a">https://www.kare11.com/article/news/local/breaking-the-news/minnesota-to-offer-e-bike-tax-credit/89-da9e359f-3f80-437b-806d-63183dbe999a</a>	Glen Johnson
Chapter: Bicycle Chapter Comment ID: 220 Page: 6 Heading: 2.2.2. Metropolitan Council Mobility Hub Planning and Implementation Guidebook	Metropolitan Council Mobility Hub Planning and Implementation Guidebook	Mobility hubs are talking about in the Transit and Pedestrian, and TDM Chapters, I believe. Consolidate this information in one space and reference in the other chapters.	Glen Johnson
Chapter: Bicycle Chapter Comment ID: 221 Page: 6 Heading: 2.2.2. Metropolitan Council Mobility Hub Planning and Implementation Guidebook	Through the planning process, Met Council worked regional partners to identify the 50 top regionally significant mobility hub locations across the region.	Likely should say worked with regional partners	Timothy Marino
Chapter: Bicycle Chapter Comment ID: 225 Page: 7 Heading: 2.3. Implications of the Growing Use of Electric Bikes	Starting in 2024 Minnesota resident taxpayers are able to receive a discount of up to 75% off a new e-bike purchase through a new state rebate program (discount capped at \$1,500), perhaps making e-bikes an affordable option for more residents.	Important to note this program is funded for 2 years for a total of \$4 million, which could mean that under 3000 e-bikes will be bought using this rebate program, depending on how many are eligible for the maximum rebate.	Glen Johnson
Chapter: Bicycle Chapter Comment ID: 226 Page: 7 Heading: 2.3. Implications of the Growing Use of Electric Bikes	Starting in 2024 Minnesota resident taxpayers are able to receive a discount of up to 75% off a new e-bike purchase through a new state rebate program (discount capped at \$1,500), perhaps making e-bikes an affordable option for more residents.	It should be specified that this program is currently only funded thru June 2026	Timothy Marino

Location	Sentence Text	Comment	Policymaker
Chapter: Bicycle Chapter Comment ID: 227 Page: 7 Heading: 2.3. Implications of the Growing Use of Electric Bikes		The Department of Revenue site is updated for this program. <a href="https://www.revenue.state.mn.us/electric-assisted-bicycle-e-bike-rebate">https://www.revenue.state.mn.us/electric-assisted-bicycle-e-bike-rebate</a>	Glen Johnson
Chapter: Bicycle Chapter Comment ID: 228 Page: 7 Heading: 2.3. Implications of the Growing Use of Electric Bikes	Most importantly, demand for e-bicycles may increase and continue to compete with automobiles for more and longer trips than traditional bicycles. E-bicycling, given its longer range of travel, could become a bigger factor in lower-density suburban and rural areas where biking hasn't been seen often as a viable option in the past.	This is an excellent set of observations.	Brian Martinson
Chapter: Bicycle Chapter Comment ID: 229 Page: 8 Heading: 3. Bicycle Plan and Investment Direction	Bicycle Plan and Investment Direction	With the creation in 2023 of the stable source of funding for active transportation (including biking) via the regional sales tax, the amount and types of funding available to invest in bicycle planning has been significantly expanded. It is significant in multiple ways, including that it may allow envisioning and building out larger portions of a bike transportation grid as opposed to more often relying on municipalities to propose and build "one-off" pieces of infrastructure that are often disconnected at critical points, making them less than great for transportation purposes. Currently this source of funding isn't mentioned until the very end of this chapter, yet has the potential to dramatically change how thinking, planning, and development of bicycle infrastructure occurs in our region. As such, it feels like it should possibly be given greater focus early on in this chapter.	Brian Martinson
Chapter: Bicycle Chapter Comment ID: 231 Page: 8 Heading: 3.1. Regional Bicycle Transportation Network	Regional Bicycle Transportation Network	(inferred location) Carver County requests continued focus on development of the RBTN to expand to the full planning area. The RBTN was created in 2015 within the MUSA and did not include an analysis and system vision for the entire regional planning area. The 2021 process allowed for agencies to submit lengthy applications for additions to RBTN and resulted in only one new corridor. Without RBTN designations that covers the whole region, it means that rural and rural center communities will not receive transportation project funding through the regional solicitation. The RBTN needs to be expanded to include the entire region including rural centers and rural areas.	John Fahey
Chapter: Bicycle Chapter Comment ID: 232 Page: 9 Heading: 3.1.2. Guiding principles	Guiding principles	It *should* be a guiding principle of the RBTN to reduce greenhouse gas emissions by replacing as many car-based trips as possible with bike-based or bike & transit-based trips as possible.	Brian Martinson

Location	Sentence Text	Comment	Policymaker
Chapter: Bicycle Chapter Comment ID: 233 Page: 9 Heading: 3.1.2. Guiding principles	Guiding principles	Mayor Jeff Weisensel, Rosemount/TAB: Guiding principles-Should reflect a greater emphasis on safety, particularly at intersections with other transportation modes.	Jeff Weisensel
Chapter: Bicycle Chapter Comment ID: 236 Page: 9 Heading: 3.1.2. Guiding principles	Social equity and regional geographic balance were emphasized in designating the RTBN.	Correct abbreviation	Glen Johnson
Chapter: Bicycle Chapter Comment ID: 237 Page: 10 Heading: 3.1.3.1. Corridors, Alignments, and Priority Tiers	Corridors, Alignments, and Priority Tiers	(inferred location) RBTN Tiers have not been revised or allowed to be adjusted since inception. The requested RBTN work should include the ability to review and revise the tier designation, since it directly ties to project scoring and funding outcomes.	John Fahey
Chapter: Bicycle Chapter Comment ID: 238 Page: 10 Heading: 3.1.3.1. Corridors, Alignments, and Priority Tiers	RBTN alignments are defined where there are existing or planned bikeways, or in the absence of these, a consensus of which road or roadways would most efficiently meet the regional corridor's intent.	Mentioned below: Does an alignment indicate the project is funded? This distinction is important for evaluating the progress of building out the RBTN. Add a definition so this is clear.	Glen Johnson
Chapter: Bicycle Chapter Comment ID: 241 Page: 12 Heading: 3.1.5.1. Local Planning for RBTN Corridors and Alignments	These new alignment designations are periodically added to the RBTN map as an administrative task and do not require a formal Transportation Policy Plan modification or amendment.	The frequency is mentioned below. Recommend mentioning that further discussion appears in the following section.	Glen Johnson

Location	Sentence Text	Comment	Policymaker
Chapter: Bicycle Chapter Comment ID: 242 Page: 12 Heading: 3.1.5.1. Local Planning for RBTN Corridors and Alignments	The goal of providing continuity of regional bicycle corridors and facilitating direct access to corridor destinations may be reached by building safe and comfortable bicycle facilities along roadway corridors. Planning for cyclists' comfort and convenience across a wide range of experience levels, ages, and abilities is an important focus for any major roadway project. Other priorities, including safety for all users, mobility for all transportation modes, and corridor aesthetic enhancements (like open space, trees, or other corridor greening features) should also be considered. Prevailing vehicle speeds and volumes in adjacent traffic lanes are paramount safety-related considerations in the design and implementation of on- or off-street bicycle facilities.	This paragraph seems vague. Is this indicating when a bike facility should be off-street or on-street or something else? This is mentioned below, so it seems to be something different, however.	Glen Johnson
Chapter: Bicycle Chapter Comment ID: 243 Page: 13 Heading: 3.1.5.1. Local Planning for RBTN Corridors and Alignments	These improvements might include traffic calming measures like traffic circles (islands) at intersections, traffic diverters, and improved crosswalks at higher volume streets.	I would add they can also include closing a street to car traffic. For example N 37th Ave between Logan and Oliver in Mpls	Timothy Marino
Chapter: Bicycle Chapter Comment ID: 244 Page: 13 Heading: 3.1.5.2. Facility Types that Meet RBTN Functionality	Facility Types that Meet RBTN Functionality	The below terms don't match up with the on-street/off-street categories of the RBTN. Suggest adding these definitions in the text or a table so it's clear what matches up. Separated bicycle lanes appears to be the type that needs explanation.	Glen Johnson
Chapter: Bicycle Chapter Comment ID: 245 Page: 13 Heading: 3.1.5.2. Facility Types that Meet RBTN Functionality	Separated bicycle lanes (facilities): Also known as protected bikeways, these are on-street or street-adjacent facilities that are physically separated from lanes of moving traffic and walkways. They are separated from general traffic with vertical elements such as bollards, vertical pylons, or an elevated concrete barrier or curb (separated facility, generally, or "cycle track"). There are one-way and two-way facility design options. In areas where on-street parking is allowed, they can be placed between the parking lane and sidewalk.	There's a wide difference between on-street lanes with bollards and elevated. Add in a sentence or two about how traffic volumes, rider comfort, and new build versus retrofit guide the best option to select.	Glen Johnson

Location	Sentence Text	Comment	Policymaker
Chapter: Bicycle Chapter Comment ID: 246 Page: 14 Heading: 3.1.5.2. Facility Types that Meet RBTN Functionality	Conventional bicycle lanes: Bike lanes can facilitate a safer and more comfortable trip for some cyclists by providing a dedicated space for on-street bicycle travel. These facilities are most often placed on the right-hand side of the street (so they flow with traffic) between the general traffic lane and the curb or parking lane and are designated through pavement striping and signage. These facilities are one of the more common treatment types in urban areas and are also suitable in suburban areas along low- or medium-volume streets.	This should also note the door zone issue when placed next to a parking lane. It's a significant reason why cyclists do not find them comfortable.	Glen Johnson
Chapter: Bicycle Chapter Comment ID: 247 Page: 14 Heading: 3.1.5.2. Facility Types that Meet RBTN Functionality	These facilities are one of the more common treatment types in urban areas and are also suitable in suburban areas along low- or medium-volume streets.	In terms of the RBTN, there's no distinction between on-street versus off. Is there any evaluation of whether the facility matched the Bicycle Facility Design Manual guidance? The RBTN Guidelines and Measures Study has a Phase II technical memorandum that is related to this, but it only says "...to be completed later this summer." with no year. Clarity on when this is coming to inform this type of guidance is essential.	Glen Johnson
Chapter: Bicycle Chapter Comment ID: 250 Page: 21 Heading: 3.4. Other Key Bicycle System Investment Factors	Other Key Bicycle System Investment Factors	There absolutely should be a scoring factor for Regional Solicitation submissions for the potential a project has for reducing greenhouse gas emissions through substituting car-based trips with bike-based or bike & transit based trips to reduce vehicle miles traveled by car (actually trucks and SUVs, as these now make up more than 80% of the private vehicle fleet).	Brian Martinson
Chapter: Bicycle Chapter Comment ID: 251 Page: 21 Heading: 3.4.1. Safety	Safety	Mayor Jeff Weisensel, Rosemount/TAB: Safety noted under "other"	Jeff Weisensel



Location	Sentence Text	Comment	Policymaker
<p>Chapter: Bicycle Chapter Comment ID: 252 Page: 22 Heading: 3.4.6. Maintenance Agreements</p>	<p>Maintenance Agreements In order to maximize the usable life cycle of bicycle facilities it is imperative that funded projects are properly maintained. It is also essential to keep facilities open and operable throughout the year to extend benefits to as many people as possible. Therefore, projects considered for federal funding should have an approved plan for operations and maintenance, or an operations/maintenance agreement with another jurisdiction or third party, to ensure the entire segment of the proposed bikeway and any adjoining segments within the jurisdiction remain passable and in good repair throughout the year.</p>	<p>What is the typical maintenance expectation for 'passable and in good repair throughout the year?' Specifically thinking of snow removal and facilities that may be unusable for several days. A sample of what this agreement looks like would be useful context and could be included as a footnote link.</p>	<p>Glen Johnson</p>
<p>Chapter: Bicycle Chapter Comment ID: 253 Page: 22 Heading: 3.4.6. Maintenance Agreements</p>	<p>Therefore, projects considered for federal funding should have an approved plan for operations and maintenance, or an operations/maintenance agreement with another jurisdiction or third party, to ensure the entire segment of the proposed bikeway and any adjoining segments within the jurisdiction remain passable and in good repair throughout the year.</p>	<p>Having a requirement for ongoing and year-round trail maintenance should also be included in projects considered for funding through the regional sales-tax funds earmarked for active transportation (both those funds going directly to TAB, and those going to each of the 7 metro counties).</p>	<p>Brian Martinson</p>
<p>Chapter: Bicycle Chapter Comment ID: 255 Page: 23 Heading: 3.5.2.3. Regional Sales and Use Tax for Active Transportation</p>	<p>In the 2023 Omnibus Transportation Finance Bill passed by the state legislature, the Met Council was directed to implement and administer a new regional transportation sales and use tax of 3/4 of one cent in the seven-county metropolitan region. Of the Met Council's 83% share of the new revenue, 5% must be used for active transportation projects in the region selected by the Transportation Advisory Board. Estimated proceeds from the new tax for TAB distribution are \$24 million per year. The Met Council's funding will be programmed through the TAB and must meet the requirements outlined in state law.</p>	<p>Of note is this funding could be used for non-infrastructure (capital) projects and categories outside of those of the Regional Solicitation. This process will be established by 2026. Some money (Currently recommended up to \$15 million) is likely to spent through the Regional Solicitation in 2024 in Bikes/Trails, Ped, and Safe Routes to Schools. Before the draft goes out for public comment, update with details that have been confirmed.</p>	<p>Glen Johnson</p>
<p>Chapter: Bicycle Chapter Comment ID: 256 Page: 23 Heading: 3.5.3.1. Active Transportation Program (MnDOT)</p>	<p>For the first time in fiscal year 2023, metro area projects were not eligible for this funding program.</p>	<p>Was this related to the metro area sales tax funding listed above?</p>	<p>Glen Johnson</p>



Location	Sentence Text	Comment	Policymaker
Chapter: Bicycle Chapter Comment ID: 258 Page: 23 Heading: 3.5.3.3. County Active Transportation Funding	County Active Transportation Funding	Include an estimate of per year funding for context. A breakdown by county would be helpful, but certainly the topline number.	Glen Johnson
Chapter: Freight Chapter Comment ID: 104 Page: 3 Heading: 1.1.3. Our communities are healthy and safe	Our communities are healthy and safe	There's an equity component to where freight is transported. Negative effects from large vehicles which are noisy, produce particulate pollution, and park on streets are located in specific areas. Since the freight route planning is mostly reactive, per the documents, what proactive efforts are made to ensure the effects are minimized and negative effects are not concentrated in certain communities?	Glen Johnson
Chapter: Freight Chapter Comment ID: 105 Page: 5 Heading: 2.1. Freight Transportation Modes	Freight Transportation Modes	The modes listed have different impacts on our natural and human environments. Truck highway shipping is more carbon intensive and have particulate pollution, while river shipping and railroads are lower carbon emission and particulate pollution. Additional discussion, beyond electrification of the fleet, is helpful context for which modes were should be prioritizing and what considerations there are for minimizing the negative effects of freight shipping to communities.	Glen Johnson
Chapter: Freight Chapter Comment ID: 106 Page: 9 Heading: 2.2.8. Urban Freight Distribution Study on E-Commerce Impacts and Opportunities	Urban Freight Distribution Study on E-Commerce Impacts and Opportunities	This study covered a range of topics, from the more practical to the more theoretical. Much of the VMT/GHG discussion is around last mile deliveries versus individual shopping. Is particulate pollution or parking impacts included in this report? If so, these are additional useful elements to highlight as they relate to health impacts to local communities and land use planning. Parking is mentioned in terms of potential complete streets design for deliveries, but the reduced needs for household cars and parking are important angles.	Glen Johnson
Chapter: Freight Chapter Comment ID: 107 Page: 12 Heading: 2.2.8.2. Opportunities for Advancing Curbside Management for Urban Deliveries	Opportunities for Advancing Curbside Management for Urban Deliveries	Mayor Jeff Weisensel, Rosemount/TAB: (inferred location) General Comment-I see the micro hub autonomous last mile discussion, but is there also through region autonomous facilities, lanes, etc. under consideration-If there was, I missed it in the narrative.	Jeff Weisensel



Location	Sentence Text	Comment	Policymaker
<p>Chapter: Freight Chapter Comment ID: 108 Page: 15 Heading: 3.1.5.3. Ensure freight delivery needs are integrated into Complete Streets planning</p>	<p>Complete Streets initiatives seek to prioritize safe mobility and access for the full range of street users, including people biking, walking, or rolling. Freight delivery vehicles are often not well represented in such planning processes and, as a result, can be underprioritized. This potential oversight is significant as freight deliveries are critical to local commerce and make use of the curbside in unique ways compared to other vehicles and non-motorized transportation modes.</p>	<p>A predictable place for last mile delivery vehicles to park would help with conflict points. Frequently, delivery vehicles are parked in bike lanes, or blocking crosswalks and sightlines, which significantly impacts safety of all road users. A consistent way of showing these designated spaces would need to be piloted and then launched across the metro so each city doesn't have its own unique way of signing, which will cause confusion.</p>	<p>Glen Johnson</p>
<p>Chapter: Freight Chapter Comment ID: 109 Page: 16 Heading: 3.2.1. Regional Truck Freight Corridors</p>	<p>Regional Truck Freight Corridors</p>	<p>Carver County requests a comprehensive regional review of the Regional Truck freight corridors using updated MnDOT HCAADT and including County collected HCAADT for CSAHs (page 16-18). The text notes that local agencies were given an opportunity to propose new segments in 2022. Only a few agencies chose to utilize this opportunity, and it took considerable local staff time to produce the required materials to propose a new segment. This is leading to an inconsistent system due to the responsibility being placed on local agencies. This is compounded by a high level of data errors in MnDOT HCAADT for CSAHs. The MnDOT HCAADT database and establishment of the network did not translate County-collected HCAADT correctly, and it showed up with a data error of 10 HCAADT for most county segments in the initial 2017 study. MnDOT has improved their incorporation of HCAADT's for CSAHs considerably since 2017. Carver County requests a refreshed regional evaluation of the Regional Truck freight corridors due to data errors that excluded HCAADTs on CSAHs in the initial 2017 study. This could even be a general look at what roadways meet the threshold with HCAADT over 300 and adding them to the freight network.</p>	<p>John Fahey</p>
<p>Chapter: Freight Chapter Comment ID: 112 Page: 19 Heading: 3.2.2.1. Operations, maintenance, and preservation of highway assets</p>	<p>Implementing spot mobility improvement projects will potentially represent the most cost-effective options to relieve congestion. Some of these improvements, like on-ramp / off-ramp extensions or auxiliary lanes that allow for the slower acceleration / deceleration speeds of trucks, can help alleviate some of the congestion issues associated with trucks and improve safety for all highway users.</p>	<p>If these are major factors for congestion, how is this handled in areas without room for ramp extensions? Alternatively, does this indicate some ramps should be classified as 'no heavy trucks' due to their disruption to the flow of vehicles? This also leads into equity issues around some areas disproportionately experiencing the negative effects of transportation.</p>	<p>Glen Johnson</p>
<p>Chapter: Freight Chapter Comment ID: 113 Page: 19 Heading: 3.2.2.2. Managed lane system investments</p>	<p>Similarly, greater use of managed lanes by transit (the primary benefit for managed lane investments) further reduces the number of passenger vehicles and creates more reliable travel times for freight-hauling trucks and other delivery vehicles.</p>	<p>I'm glad to see it listed here, but higher transit use benefits freight transportation. Reducing personal vehicle VMT is a win for both modes and should be noted directly in a prominent space.</p>	<p>Glen Johnson</p>

Location	Sentence Text	Comment	Policymaker
Chapter: Highway Chapter Comment ID: 313 Page: 2 Heading: 1.1. The regional highway system	For the purposes of regional transportation planning, this chapter focuses on the two highest level roadways — principal and minor arterial highways — that form the regional highway system (Figure 1).	(inferred location) We understand that this plan, per historical plans and precedent, is oriented around Principal Arterials and a subsection of Minor Arterial highways; however, the full federal aid transportation planning highway system includes all roadways classified as Minor Arterials and Collectors. Carver County requests the acknowledgement of the needs of the full federal aid highway system at a high level and in relationship to safety and mobility factors in order to better illustrate the total regional highway investment need.	John Fahey
Chapter: Highway Chapter Comment ID: 320 Page: 5 Heading: 1.2.1. Our region is equitable and inclusive	At times, highway construction has harmed the people and communities in their path whether through disconnection, displacement, excessive noise, poor air quality, or visual impacts. Members of underserved communities — including Black people, Indigenous people, and other populations of color, low-income, and low-wealth populations, and persons otherwise adversely affected by persistent poverty and inequity — are disproportionately affected.	Consider adding a specific example of how many people were displaced due to a highway project like I-94 for example. It's one thing to say that harms were caused, it's another to state how much harm was caused so you have a sense of scale	Timothy Marino
Chapter: Highway Chapter Comment ID: 321 Page: 5 Heading: 1.2.1. Our region is equitable and inclusive	As a result, the Met Council will conduct a study to identify the long-term and continuing harms and impacts of the regional highway system on adjacent communities and populations and propose mitigation investments to help resolve them.	What is this study called and what timeline? Include a link to whatever page may be available to track this study's progress.	Glen Johnson
Chapter: Highway Chapter Comment ID: 322 Page: 5 Heading: 1.2.1. Our region is equitable and inclusive	This plan includes objectives serving to promote equity and inclusivity related to highways and minimize negative impacts.	Does this include changing classification of roadways or removal of highways when harms are ongoing?	Glen Johnson
Chapter: Highway Chapter Comment ID: 329 Page: 7 Heading: 1.2.4. We lead on addressing climate change	Call out box: Changes to highway planning due to the region's new climate goal: To recognize the induced demand effects of highway mobility investments and potential increases in GHG, this plan only makes limited investments in highway mobility.	Glad to see induced demand included here as a reason to steer investment away from highway expansion. However, it's unclear if readers of this document will know what this means here. Consider an info box or text explanation of induced demand and how it creates additional long-term maintenance costs and sprawl while only briefly addressing congestion on highways before it returns. Citations would be excellent and including some local examples would be helpful: 494 through Bloomington could be one to consider.	Glen Johnson

Location	Sentence Text	Comment	Policymaker
Chapter: Highway Chapter Comment ID: 330 Page: 7 Heading: 1.2.4. We lead on addressing climate change	This limited amount of investment does not keep pace with population and employment growth and focuses on targeted needs (in other words where current congestion exists for at least 2-hours per day instead of 1-hour per day as shown in the 2040 TPP).	A side by side of this change via map or table would help illustrate this change. As well, include any relevant explanations for pandemic-related changes to commuting behavior as rush hours are really what this is referring to in most cases. Is there a current reference for these areas? Link if so.	Glen Johnson
Chapter: Highway Chapter Comment ID: 334 Page: 8 Heading: 1.3.4. Highway interchange approval process	Highway interchange approval process	Mayor Jeff Weisensel, Rosemount/TAB: The Preliminary Highway interchange approval process seems counter intuitive. One would expect the time and effort invested would also signal the interchange as the best solution and it should provide some expectation if it moves forward that it would be funded. Finding it suitable but not the best solution or funding appears a waste of time and resources.	Jeff Weisensel
Chapter: Highway Chapter Comment ID: 335 Page: 10 Heading: 2.1. Preservation of a Large and Aging System	Preservation work is an opportunity to achieve regional goals, but it comes with substantial financial costs. Given the general age and size of the system, the region has entered a phase of highway development where more highways will require significant investments to preserve assets while improving functionality and comfort for all users. The 20-year Minnesota State Highway Investment Plan (2023-2042) anticipates that pavement condition, bridge condition, roadside infrastructure, and rest areas will continue to degrade in the metro area and statewide compared to current conditions as construction costs grow faster than available revenue. While new state and revenue will improve the anticipated preservation condition outcomes, additional revenue is still needed to maintain current conditions.	Either here or elsewhere this can explicitly linked to any highway expansion meaning increased costs to maintain. If there are estimates or any details about those long-term costs, please include.	Glen Johnson
Chapter: Highway Chapter Comment ID: 336 Page: 11 Heading: 2.2. Safety	Safety	Carver County supports and acknowledges incorporation of county priorities into this chapter including an emphasis on prioritizing safety projects (page 11) and infrastructure resilience due to flooding (page 40).	John Fahey
Chapter: Highway Chapter Comment ID: 337 Page: 11 Heading: 2.2. Safety	[PLACEHOLDER for crash data by functional classification (principal, minors and rest, includes K's, A's all and crash costs) from Regional Safety Action Plan project]	Appreciate this being broken down by functional class as this has been a missing piece in the discussion.	Glen Johnson



Location	Sentence Text	Comment	Policymaker
Chapter: Highway Chapter Comment ID: 338 Page: 12 Heading: 2.4. Recurring Congestion and Reliability	Recurring Congestion and Reliability	(inferred location) We appreciate the quantitative assessment of the regional transportation highway system including regional mobility and reliability needs. Carver County supports prioritizing funding for highway projects that are identified as having Excessive Highway Delay (Figure 3) and Highway Reliability (Figure 4) issues.	John Fahey
Chapter: Highway Chapter Comment ID: 339 Page: 12 Heading: 2.4. Recurring Congestion and Reliability	Since then, vehicle miles traveled have returned to pre-pandemic levels, 2022 total VMT in our region was only 7% below 2019 levels.	Linking this to the Climate Change chapter which only listed emissions through 2020 and drew conclusions. Whatever is the most current information available for VMT and GHG, include here and there. If the most recent year is different between the two sources, make reference to the limits of the data and note any trends.	Glen Johnson
Chapter: Highway Chapter Comment ID: 340 Page: 12 Heading: 2.4. Recurring Congestion and Reliability	This plan estimates that the region's population will grow by 28% between 20xx and 2050, which represents over 600,000 new people using the transportation system, as shown in Table 3. This population growth is an input to the transportation model that then estimates results absent changes in the transportation system (2050 No Build) and another scenario that additionally reflects the investments in this plan (2050 Build). The increase in regional population is estimated to result in a xx% increase in trips and 17% increase in total vehicle miles traveled. However, vehicle miles/capita has been stagnant since 2010 and this trend is forecasted to continue with VMT/capita decreasing by X/person (to be updated). This plan invests in numerous strategies to shift trips away from driving alone highlighted in the travel demand management, transit, bicycle, and pedestrian chapters. Highways support this mode shift by creating safe and efficient space for all modes, and through transit advantages and managed lanes described below in the highway investment plan.	This paragraph does not mention land use in any way. If the population growth happens on the suburban edge that would create a much different impact than in-fill housing options within the core cities and suburbs. Tying land use decisions to transportation, specifically VMT/GHG, is needed to have a meaningful discussion of how to reduce VMT and the mode shift possibilities away from personal vehicles for most trips.	Glen Johnson
Chapter: Highway Chapter Comment ID: 343 Page: 17 Heading: 2.5.1. State Highways	Over the next 20 years, MnDOT estimates there will be \$36.7 billion in available revenues statewide to address \$52-57 billion in identified state highway needs, resulting in a funding gap of approximately \$15-20 billion.	Is there a breakdown for the Metro District, which substantially overlaps with the Met Council jurisdiction? Revenues are noted at the end of the page for the TPP 2050 duration, but this information would give good context to the needs and likely funding gap for even just maintenance.	Glen Johnson



Location	Sentence Text	Comment	Policymaker
Chapter: Highway Chapter Comment ID: 348 Page: 22 Heading: 3.1. Principles	<p>This work should emphasize the Congestion Management Process and follow the mobility hierarchy:</p> <p>Where mobility needs are identified, agencies should first explore lower cost solutions such as travel demand management and increased transit service in the corridor.</p> <p>Traffic management systems (for example technology that supports coordinated signal timing) should be considered as another low-cost strategy that does not have much potential for negative impacts.</p> <p>Next, agencies should explore the lowest cost roadway improvements even if these projects do not completely resolve the existing problem (for example spot mobility improvements such as turn lanes, alternative intersection designs, auxiliary lanes, frontage roads, or better managing access).</p> <p>If at-grade spot mobility projects are not viable solutions, then grade separated interchanges should be explored to help deliver the safety and mobility benefits that accompany this project type.</p> <p>If none of these options are sufficient for the level of the problem, then managed lanes on the corridor or increasing capacity on the adjacent local system should be evaluated.</p> <p>If these cannot sufficiently address the problem, then other types of targeted regional capacity additions should be considered (for example larger general purpose capacity projects or larger freeway system to system interchange projects). Targeted regional capacity enhancements should not eliminate existing or planned transit advantages or managed lanes.</p>	<p>Where is land use in this discussion? Congestion is a product of increased VMT at specific times of the day. Denser communities help reduce VMT and the need for any investments. If resources are already constrained, reducing the need for congestion management at all would be the most efficient option.</p>	Glen Johnson
Chapter: Highway Chapter Comment ID: 350 Page: 22 Heading: 3.1. Principles	<p>The timing of regional projects should be coordinated with local projects (including utility projects and private sector developments when possible) to combine multiple projects where appropriate and in other cases to avoid having multiple projects along nearby parallel corridors at the same time.</p>	<p>Is there any discussion about which project should move forward/back? For example, recent aBRT projects have been pushed back due to coordination concerns, but ideally we'd be moving up other projects to construct less-carbon intensive modes first. Is there a way the Met Council can provide coordination, best practices, or a policy that would help facilitate this? I'm sure financing is one major concern for moving up projects.</p>	Glen Johnson

Location	Sentence Text	Comment	Policymaker
Chapter: Highway Chapter Comment ID: 355 Page: 27 Heading: 3.2.4. Regional Mobility	Regional Mobility This region can improve our access to destinations through shorter travel times by any travel mode, and by development patterns that generally result in those destinations being closer to people. Travel time and land use patterns are captured in the concept of accessibility, the number of places a traveler can reach within a given period of time using a given mode of transportation. Excessive travel delay and unreliable travel times on highways can have significant costs on people and business. Therefore, this plan continues its support of highway mobility projects for their quality of life and regional economic importance benefits, as well as their ability to provide critical safety improvements at the same time. As the region makes highway mobility investments following the investment principles, it also needs to understand the tradeoffs created with induced demand.	This section feels like it should come before the investment piece as it is directly informing what the policies and priorities are.	Glen Johnson
Chapter: Highway Chapter Comment ID: 356 Page: 27 Heading: 3.2.4.1. Induced Demand	The concept of highway mobility improvements encouraging more travel is often referred to as induced demand.	Include a more clear definition of what induced demand is before getting into the specifics of the area and what effect may be seen locally. As written, it is unclear what it exactly means.	Glen Johnson
Chapter: Highway Chapter Comment ID: 357 Page: 27 Heading: 3.2.4.1. Induced Demand	With vehicle miles traveled per person has been stagnant since 2010, there is not an unending desire for people to travel more and more miles.	This ascribes the change to human behavior. Are there alternative readings of what happened since 2010, like land use changes or other transportation patterns? This definitely needs a citation/explanation.	Glen Johnson
Chapter: Highway Chapter Comment ID: 358 Page: 27 Heading: 3.2.4.1. Induced Demand	The combination of these factors likely dampens any impact of induced demand compared to past decades when household incomes and consumption were steadily rising.	It's not clear how this is related to less induced demand effect seen. Additional explanation/citation is needed.	Glen Johnson
Chapter: Highway Chapter Comment ID: 359 Page: 27 Heading: 3.2.4.1. Induced Demand	New and longer trips that are chosen after highway improvements also represent these personal benefits (for example ability for someone to get to better healthcare, reach a new employment location, go to different store with a better selection, or a business able to reach a wider market area) and some disbenefits.	Important to note that this only applies for people who can afford a car and drive themselves or who can afford to be driven. The personal benefits noted are not shared by everyone.	Glen Johnson

Location	Sentence Text	Comment	Policymaker
Chapter: Highway Chapter Comment ID: 360 Page: 27 Heading: 3.2.4.1. Induced Demand	The conclusion that added vehicle miles traveled will increase pollution must be tempered with how improvements in vehicle fuel efficiency and growing electrification are reducing criteria air pollutants and greenhouse gas emissions at a much faster rate than highways are being improved or that travel is growing.	This also means the GHG emissions could be reduced even more quickly if induced demand is avoided and electrification and fuel efficiency gains in vehicles occur (which are mainly driven by federal policy). Offsetting is not enough as we address climate change. In addition, particulate pollution is very bad for health and increased VMT and heavier vehicles both cause large impacts. Defining criteria air pollution here would be helpful to be specific on which pollutants are reduced and which may increase, as well as impacts.	Glen Johnson
Chapter: Highway Chapter Comment ID: 361 Page: 27 Heading: 3.2.4.1. Induced Demand	While this plan works to reduce greenhouse gases by shifting the relative advantage of travel options toward the most sustainable and affordable modes, a growing region requires targeted investments in highway mobility.	Balance the priority to address existing congestion to also consider how the transportation system can be expanded to accommodate regional growth. Carver County supports statement that: “a growing region requires targeted investments in highway mobility” (Page 27). We appreciate the recognition of this need within the plan through the incorporation of Figure 6 which shows how the regional highway system has not kept pace with population growth over time and points to how the planned highway investments in this plan continue the pattern of falling behind population growth (Page 27). This discussion, however, contradicts the investment principle on page 21 that states: “Funding should focus on addressing today’s congestion issues as opposed to forecasted congestion issues given the limited funding and the backlog of existing, unresolved transportation needs. Future highway demand must be anticipated, but projects should be prioritized to address existing problems before problems that are forecasted to occur.” Carver County requests thoughtful consideration and discussion regarding a nuanced mobility need approach that can address and incorporate both the existing and forecasted needs.	John Fahey
Chapter: Highway Chapter Comment ID: 364 Page: 31 Heading: 3.2.4.5. Interchanges	This project type is more expensive than an at-grade option and care must be taken in evaluations that interchange benefits justify this higher cost.	Is there any information about how maintenance costs differ?	Glen Johnson
Chapter: Highway Chapter Comment ID: 365 Page: 33 Heading: 3.2.4.6. Managed Lanes	If previous categories of investment within this mobility hierarchy will not adequately solve the mobility problem, then the fifth priority of investment is managed lanes. Priced managed lanes manage demand to provide a less congested, more reliable travel option during peak travel periods for transit riders, carpools and those willing and able to pay. Managed lanes can improve highway efficiency and effectiveness by prioritizing person throughput over vehicle throughput and providing long-term travel time reliability that is not possible with general purpose lanes. A system of managed lanes can improve highway efficiency by moving more people through congested highway corridors during peak time periods.	Should bring the note about adding versus repurposing a general travel lane forward to this section or just after.	Glen Johnson



Location	Sentence Text	Comment	Policymaker
Chapter: Highway Chapter Comment ID: 366 Page: 38 Heading: 3.3. Direction for Unallocated Funding and Competitive Opportunities	Main Streets/Urban Pavement non-freeway PAs, busy arterials are more important (to be updated)	It's unclear what this means. Hopefully explained in the noted update.	Glen Johnson
Chapter: Highway Chapter Comment ID: 367 Page: 39 Heading: 3.3.2. System planning for additional Principal Arterials	System planning for additional Principal Arterials	This section should be linked more closely to land use policy and note that these classification changes create further costs for the highway system.	Glen Johnson
Chapter: Highway Chapter Comment ID: 368 Page: 40 Heading: 3.3.3. New and Upgraded River Crossings to Improve Resiliency	New and Upgraded River Crossings to Improve Resiliency	Carver County supports and acknowledges incorporation of county priorities into this chapter including an emphasis on prioritizing safety projects (page 11) and infrastructure resilience due to flooding (page 40).	John Fahey
Chapter: Pedestrian Chapter Comment ID: 180 Page: 2 Heading: 1.1. Met Council's Role in planning for pedestrians	(Land use is discussed in more detail in the Land Use Policy Plan.)	Just as I noted elsewhere, the need for land use reform, in the form of somewhat greater density of residential and commercial areas, is integrally interconnected with transportation systems, and to not discuss their interaction more explicitly in these chapters is a mistake. We will not attain our state or federally defined greenhouse gas reduction and decarbonization goals without addressing *both* land use and reducing carbon-intensive forms of transportation.	Brian Martinson
Chapter: Pedestrian Chapter Comment ID: 182 Page: 4 Heading: 2.1.1. Examples of pedestrian facilities	Under the Americans with Disabilities Act (ADA), facilities must also be accessible to people with different types of disabilities.	I recommend including a reference to explain why ADA facilities are not universal in the region (only required at time of reconstruction) and any data available on the number of out of compliance intersections/sidewalks/etc currently as well as entities doing work on this. I know Minneapolis just released its 2024 Transition Plan update, which showed an improvement to 13-17 years to complete its upgrades to sidewalks, ramps, and APS facilities. These kinds of timelines should be prominent when discussing this topic somewhere in this section. After the paragraph on Met Council requiring transition plans is logical.	Glen Johnson





Location	Sentence Text	Comment	Policymaker
Chapter: Pedestrian Chapter Comment ID: 183 Page: 8 Heading: 2.2.2. Winter maintenance	Winter maintenance	Add additional information on status in the region now: how policies are currently working, how many days sidewalks may be impassable under the current system for someone with a mobility disability, and what role the Met Council could play in creating a minimum policy or expectation for snow removal in jurisdictions should be added here. If there's a lack of information on this now, it's very good to include as needing in needing study to better understand the problem.	Glen Johnson
Chapter: Pedestrian Chapter Comment ID: 184 Page: 9 Heading: 2.2.3. Safety	While this topic is covered in more detail in the Safety chapter of this plan, this section discusses some highlights of how safety relates to pedestrians including the relationship to Safe Systems Approach and the findings from the Regional Pedestrian Safety Action Plan.	While it seems necessary to incorporate the FHWA "Safe System Approach" to transportation safety, it would be further beneficial to also incorporate the critiques of that framework, and the alternative "Safe Systems Pyramid" framework that has recently been proposed by Dr. David Ederer (CDC) and colleagues. <a href="https://www.sciencedirect.com/science/article/pii/S2590198223001525">https://www.sciencedirect.com/science/article/pii/S2590198223001525</a> That work brings a more coherent systems *framework* to the issue – one that derives from decades of thought in the public health arena. And it makes much more explicit than the FHWA approach the role of kinetic energy as the "disease" vector that needs to be addressed, not just focusing on crashes per se. This would also be an appropriate place to add explicit discussion of kinetic energy potential as the primary vector of injury to humans in vehicle crashes. This would better set up the section that follows on why speed is such a safety factor (in the formula for kinetic energy, which is $K = 1/2mv^2$ where $m$ =mass and $v$ =velocity, the fact that velocity is a *squared* term tells us that linear increases in vehicle speeds lead to exponentially increased risks of injury to humans)	Brian Martinson
Chapter: Pedestrian Chapter Comment ID: 185 Page: 10 Heading: 2.2.3.2. Findings from the Regional Pedestrian Safety Action Plan	Key findings from the historic crash data analysis for 2016-2019 included:	Add trend information from 2020 here or in relevant part of appropriate chapter to discuss counterintuitive increase in pedestrian injuries and death occurred despite fewer vehicles on the road. Noted in the MnDOT Vulnerable Road User Safety Assessment in next section.	Glen Johnson
Chapter: Pedestrian Chapter Comment ID: 187 Page: 11 Heading: 2.2.3.2. Findings from the Regional Pedestrian Safety Action Plan	Pedestrian safety is an issue throughout the region. More crashes occurred in urban areas (2,287 crashes, of which 15.6% were serious injuries or fatal), while a greater percentage are severe in rural areas (68 crashes, of which 47.8% were serious injuries or fatal). The significant percentage (70% for all pedestrian crashes and 57% for severe crashes) in urban areas demand attention, and the higher severity in rural areas also needs action.	The text accurately reflects study findings that crashes in rural areas had much higher serious injury/fatality rates. Carver County requests acknowledgement and discuss of elevated pedestrian safety risk and crash severity rates in suburban environments. Although included in the study as a finding, this did not translate to the pedestrian safety scoring, which primarily prioritizes projects based on their location in urban areas over rural and suburban locations with less emphasis on the project's safety impact (page 10).	John Fahey

Location	Sentence Text	Comment	Policymaker
Chapter: Pedestrian Chapter Comment ID: 188 Page: 12 Heading: 2.2.3.3. MnDOT Vulnerable Road User Safety Assessment	The vast majority – “approximately three-fourths” – of pedestrian crashes with injuries in the state happen in this region.	This should include the additional detail of ‘despite making up only x% of the state population.’ to give context. If possible, add more specifics to highlight key takeaways from the assessment	Glen Johnson
Chapter: Pedestrian Chapter Comment ID: 189 Page: 14 Heading: 3.2.1. Baseline requirements	The Transportation Policy Plan requires that these transition plans are reviewed and updated regularly with a goal of full system compliance of removal of barriers no later than 2050.	A database or interactive feature on the Met Council website that allows the public to easily compare agencies’ (Cities and counties) timelines to compliance would be very useful and bring more transparency to this important work.	Glen Johnson
Chapter: Pedestrian Chapter Comment ID: 190 Page: 14 Heading: 3.2.1. Baseline requirements	ADA requirements are the minimum that should be done, while policy in the plan calls for the region to fully meet the needs of people with disabilities.	This part is vague. Is this about universal design or some other meaning?	Glen Johnson
Chapter: Pedestrian Chapter Comment ID: 191 Page: 14 Heading: 3.2.1. Baseline requirements	Agencies must also affirm that the owner or operator of a facility ensures it is maintained year-round for all modes, including pedestrians.	What is considered ‘maintained?’ A short note here is useful. If the definition is ‘cleared of snow within 3 days’ that’s a significant barrier to use, even if within the requirement.	Glen Johnson
Chapter: Pedestrian Chapter Comment ID: 192 Page: 14 Heading: 3.2.2. Prioritization factors	Prioritization factors	Mayor Jeff Weisensel, Rosemount/TAB: General Comment-At what point does “should” become “shall” Ref p14 Pedestrian Project Selection – Guidance and key factors - prioritization factors p14 and 15?	Jeff Weisensel



Location	Sentence Text	Comment	Policymaker
Chapter: Pedestrian Chapter Comment ID: 193 Page: 14 Heading: 3.2.2. Prioritization factors	Prioritization factors	Carver County requests technical review and consideration for revision of the pedestrian investment direction Prioritization factors (page 14). Carver County disagrees and objects to incorporating the location-based approach to safety project prioritization with a focus on urban-only location-based factors. The location-based factors selected and listed for prioritization exclude rural and suburban risk factors. Urban areas were identified as the most at risk based on the total number of crashes versus the crash rate and specifically the highest severity rate risk found in suburban areas as part of the study. Prioritizing location-based factors for project selection means projects are selected on where they are located rather than on the safety improvements and benefits of the project to pedestrian safety. This request is for review and incorporation of location-based safety prioritization that accurately reflects the data analysis in the study as well as continued prioritization on the actual pedestrian safety benefits that a proposed project will implement.	John Fahey
Chapter: Pedestrian Chapter Comment ID: 196 Page: 16 Heading: 3.2.2.7. Demand	However, counts of people currently walking or rolling are not enough to determine pedestrian demand. As an example, in locations where pedestrian facilities are not provided or are insufficient, counts will not reflect the need. To better assess pedestrian demand, tools can be developed to identify areas where pedestrian needs may be greater.	Glad to see that investment should be happening in areas with potential pedestrian demand, not just in areas with existing demand. The barriers to walking/rolling to destinations are very real.	Glen Johnson
Chapter: Pedestrian Chapter Comment ID: 197 Page: 16 Heading: 3.3.1.2. Reconnecting Communities and Neighborhoods Program	Reconnecting Communities and Neighborhoods Program	Two local groups secured funding through this for Olson memorial highway (old 6th) in Minneapolis. MnDOT and Our Streets Minneapolis	Glen Johnson
Chapter: Pedestrian Chapter Comment ID: 198 Page: 17 Heading: 3.3.1.3. Highway Safety Improvement Program	The TAB and Met Council approve projects to receive this funding.	I believe this means the Regional Solicitation. The below requirements are not ones I'm aware of given how the Regional Solicitation allocates funds across the mode type.	Glen Johnson
Chapter: Pedestrian Chapter Comment ID: 199 Page: 17 Heading: 3.3.2.2. Active Transportation Program	For the first time in fiscal year 2023, metro area projects were not eligible for this funding program. This decision may be revisited by MnDOT in future funding cycles.	I'm unsure of legislative intent, but this should be linked to the sales tax legislation for Active Transportation funds passed in 2023 which increases funding substantially for the metro area, listed below.	Glen Johnson





Location	Sentence Text	Comment	Policymaker
Chapter: Pedestrian Chapter Comment ID: 200 Page: 17 Heading: 3.3.3.1. Regional Solicitation	Historically, between 9% and 20% of these funds have been allocated to bicycle and pedestrian facilities, amounting to around \$22 to \$50 million every two years. This funding does not include bicycle and pedestrian facilities that are frequently funded and implemented through roadway and bridge projects.	Further explanation, perhaps by examples, would be helpful. For instance, when a full roadway reconstruction occurs and bike facilities are included, that would be through Roadway Modernization or a municipality's own funds, not a Bike/Ped project. This point is very confusing for many people seeing how funds are allocated.	Glen Johnson
Chapter: Pedestrian Chapter Comment ID: 201 Page: 17 Heading: 3.3.3.2. Carbon Reduction Program	Current federal law makes about \$14 million available to the region through the Carbon Reduction Program every two-year cycle.	Include the expiration for these funds under the current law.	Glen Johnson
Chapter: Pedestrian Chapter Comment ID: 202 Page: 18 Heading: 3.3.3.3. Regional Transportation Sales and Use Tax for Active Transportation	The proceeds from this sales tax will be split between the Met Council, which will receive 83%, and the seven counties in the region, which will receive 17%.	The two places where the county funds are discussed should be combined. As listed now, it appears they are separate funding sources since they're in different locations. This section could be reformatted to cover sales tax sources - Met Council/TAB dispersed funding, County funding -and then end with other sources.	Glen Johnson
Chapter: TDM Chapter Comment ID: 169 Page: 3 Heading: 1. Introduction	Table 1 – Examples of how TDM strategies can influence travel demand factors.	Mayor Jeff Weisensel, Rosemount/TAB: Where does personal preferences land in the table -Comfort. It may be a cultural concern to rideshare, for example. Not called out specifically, but I think impactful enough to be considered or noted.	Jeff Weisensel
Chapter: TDM Chapter Comment ID: 170 Page: 6 Heading: 1.3. Travel Demand Management and Community Context	Suburban and Suburban Edge communities may emphasize other options like telework, carpooling, and vanpooling that are less dependent on dense development patterns. These communities may also focus their efforts on their densest centers rather than doing a community-wide approach.	Suburban Edge communities should be being encouraged and incentivized to densify their land use as well. Just because they have a history of single-family, sprawling development, does not in any way require that they continue that detrimental and deficient pattern.	Brian Martinson
Chapter: TDM Chapter Comment ID: 171 Page: 8 Heading: 2. Travel Demand Management Existing Conditions	TDM funding helped Metro Transit develop a mobile app for fare payment, and transit information and transit providers are making progress in developing relationships with other complementary mobility services, like bike share and car share.	What progress is being made with bike share? I know Evie is integrated with the Go To Card, but I haven't seen anything similar with transit. I also didn't see it mentioned in the Shared Mobility Services section.	Timothy Marino

Location	Sentence Text	Comment	Policymaker
Chapter: TDM Chapter Comment ID: 172 Page: 10 Heading: 2.1.5. Counties	Under state law, TDM would be eligible as a use for active transportation and for mitigating greenhouse gas emissions. Because counties play a lead role in planning and investing in major transportation projects, there is a potential role for counties to both fund TDM activities and incorporate TDM activities into their long-range and project planning processes.	This is an excellent set of points.	Brian Martinson
Chapter: TDM Chapter Comment ID: 173 Page: 10 Heading: 2.1.6. Suburban Transit Providers	Maple Grove Transit is operated by the City of Maple.	Maple Grove	Glen Johnson
Chapter: TDM Chapter Comment ID: 174 Page: 12 Heading: 2.2.3. Shared Mobility Services	Some of the non-profit services like Hourcar/Evie carsharing and Nice Ride bike share previously received federal funding to support the expansion of their services to new geographies.	Nice Ride shutting down without much warning should be mentioned. Especially since they were given federal money to support their expansion, and now we have nothing to show for it	Timothy Marino
Chapter: TDM Chapter Comment ID: 175 Page: 13 Heading: 2.2.6. Local TDM Ordinances	Local governments often have ordinances that require additional reviews, commitments, reporting, or other TDM considerations for developments seeking approvals. Local TDM ordinances can be implemented with a variety of tools including tiers based on development size, application to residential and/or non-residential development, reporting requirements, and enforcement mechanisms. Five communities have TDM ordinances related to new development review, as shown in Table 3.	What are some examples of the TDM considerations that they require?	Timothy Marino
Chapter: TDM Chapter Comment ID: 176 Page: 17 Heading: 3.2. Administer employer-based trip mode shift incentives	Administer employer-based trip mode shift incentives	There's a tension here with Return to Office policies and reducing GHG/VMT. As noted in the above section, remote work was part of a 'drastic form of TDM,' but did reduce both measures significantly and alleviated peak demand on roadways. How are employers who move to more hybrid/remote workspaces treated within these incentives?	Glen Johnson

Location	Sentence Text	Comment	Policymaker
Chapter: TDM Chapter Comment ID: 177 Page: 17 Heading: 3.2.1. Investment opportunities	Employer relationships are important for this investment category and should build on existing relationships that exist between TDM program implementers and employers, but with a focus on expansion and recruitment through added incentives.	What efforts are being taken to make sure these programs don't continue to work with white collar employers in the downtown cores? Appreciate building on existing relationships and also focusing on new recruitment here.	Glen Johnson
Chapter: TDM Chapter Comment ID: 178 Page: 18 Heading: 3.3. Administer land development-based mode shift initiatives	However, the regional TDM program can provide technical assistance and funding support to help communities plan for more efficient developments that reduce single-occupant vehicle reliance.	This is an excellent way to offer support even without the ordinance power. What does this support look for awareness among cities and city staff as well as a one-stop shop within Met Council's resource offerings? Make this very findable.	Glen Johnson
Chapter: TDM Chapter Comment ID: 179 Page: 18 Heading: 3.3.1. Investment opportunities	Local governments will remain the primary interface with developers and property owners and managers, but the regional TDM program can produce helpful guide or facilitate learning opportunities that raise the level of understanding of TDM in land development practices.	The Met Council could create a page detailing all TDM policies across the region and link to the references. This should also be an area for exploring what additional ways TDM policies and ordinances can be encouraged in all cities through grant scoring or other means.	Glen Johnson
Chapter: TDM Chapter Comment ID: 180 Page: 19 Heading: 3.4. Administer travel pricing and incentive strategies to make sustainable transportation options affordable and cost competitive	There was also anecdotal evidence of the impacts on the health and wellness of people through increased active transportation during the pandemic. Using incentives to promote activities like walking and biking can have many benefits beyond improved transportation system performance. For example, people that walk and bike are happier and healthier than those that drive or take transit.	Several publications using data from the UK Biobank provide more than anecdotal evidence about the relationships between commuting mode and health outcomes. Here are just a few: <a href="https://pubmed.ncbi.nlm.nih.gov/29604327/">https://pubmed.ncbi.nlm.nih.gov/29604327/</a> <a href="https://www.bmj.com/content/bmj/357/bmj.j1456.full.pdf">https://www.bmj.com/content/bmj/357/bmj.j1456.full.pdf</a> <a href="https://pubmed.ncbi.nlm.nih.gov/26995106/">https://pubmed.ncbi.nlm.nih.gov/26995106/</a>	Brian Martinson
Chapter: TDM Chapter Comment ID: 184 Page: 20 Heading: 3.5. Implement strategies that improve the customer experience while using sustainable transportation options and enhancing traveler's sense of place	Details such as cleanliness, landscaping, lighting, protection from the elements, accessibility and places to rest, sounds, and smells are all heightened as part of the experience.	Can this be stated more clearly as places to sit? Yes, sometimes it's to rest while a pedestrian, but often it can be just to linger and enjoy the space itself. This could also be separated out as seating is an accessibility issue.	Glen Johnson

Location	Sentence Text	Comment	Policymaker
<p>Chapter: TDM Chapter Comment ID: 185 Page: 20 Heading: 3.5. Implement strategies that improve the customer experience while using sustainable transportation options and enhancing traveler's sense of place</p>	<p>Transit riders spend most of their travel time in spaces that drastically affect their experience, whether waiting at a public stop or station or riding in a communal vehicle with other passengers. Bicyclists travel in a variety of environments ranging from shared space with cars to separated bikeways to off-road trails, and these have impacts on the level of stress that a biker experiencing while traveling. Bicyclists have to manage their personal safety and security as well as deal with varying weather conditions. Bicyclists also need to be able to secure their bikes and personal belongings during their travel. Less stressful bicycle facilities can greatly influence the willingness of travelers to consider biking. Pedestrians have similar experiences to bicyclists but also experience spaces at a slower pace, meaning that details can have a more profound impact on their experience. Details such as cleanliness, landscaping, lighting, protection from the elements, accessibility and places to rest, sounds, and smells are all heightened as part of the experience. Most travelers, including drivers, are also pedestrians for some portion of their trips.</p>	<p>All three of these categories should include bathroom access. Rest stops are a key feature of long distance car travel on highways, but some areas have no options outside of businesses and for potential pedestrians travelling at a slower pace, having bathroom access may be the deciding factor on whether they do so.</p>	<p>Glen Johnson</p>
<p>Chapter: TDM Chapter Comment ID: 181 Page: 20 Heading: 3.4.1. Investment opportunities</p>	<p>The region should use customer relationship management tools to track this information, whether this is expansion of existing tools or development of new tools.</p>	<p>Many people respond to data tracking negatively, for reasons of privacy or just the need for tracking their personal movements. Including robust data privacy and explanations of how data is used (perhaps anonymized for any research) would help to address these issues upfront.</p>	<p>Glen Johnson</p>
<p>Chapter: TDM Chapter Comment ID: 182 Page: 20 Heading: 3.4.1. Investment opportunities</p>	<p>Much like the employer-based incentives described earlier, traveler incentives are scalable and the regional TDM program should identify targets for incentives that tie out to regional goals and objectives and seek funding to meet those targets.</p>	<p>These programs tend to apply to individuals who commute who switch out some travel for more sustainable options. If an employer switches to remote with some occasional meetings, this is a major impact on VMT/GHG emissions. What mechanisms are there to encourage remote work where possible?</p>	<p>Glen Johnson</p>



Location	Sentence Text	Comment	Policymaker
Chapter: TDM Chapter Comment ID: 183 Page: 20 Heading: 3.4.1. Investment opportunities	Much like the employer-based incentives described earlier, traveler incentives are scalable and the regional TDM program should identify targets for incentives that tie out to regional goals and objectives and seek funding to meet those targets. In some instances, pilot programs may be a first step to broader incentive programs and this step-by-step approach to expansion should be identified in the regional TDM program work plan. The administrator of any direct incentive programs to travelers will need to be identified, and other TDM implementing partners will need to support the regional TDM program initiatives through promotion, partnership, and data sharing. Incentive programs that utilize reward gifts like products or gift cards should emphasize local businesses, underutilized businesses, and products to build support for regional partnerships. Incentive programs should also consider the equity of the benefits being provided across race, ethnicity, and other demographic factors.	Traveler based incentives feel like one part of a larger Mobility as a Service app. It's something I wished was touched on here since the Met Council seems to be the jurisdiction who would be most equipped to create one for the region. If you are able to use rideshare, pay for parking, ez pass, Hourcar/Evie, bike share, ride hail, scooter share, and transit in one app you can make it so even if someone only drives right now, they would download an app that would expose them to multimobility. In addition to rewards for a small business. Traveler-based incentives could be redeemed for a evie trip, or ridehail. This would allow it to expand and replace the Guaranteed Ride Home program as that program only allows you to redeem it on your commute in limited instances. Knowing that you can earn a free ridehail or rental car if someone is running late for work or needs to drive farther out from the city then transit or biking can take them allows people to feel more confident getting rid of a car. San Diego's 2021 regional plan included a Mobility As A Service app called NextOS. There are examples on this website if you scroll down under Envision Your Journey. <a href="https://sandag.maps.arcgis.com/apps/Cascade/index.html?appid=897af882e8c14b1e996c33e48bc15347">https://sandag.maps.arcgis.com/apps/Cascade/index.html?appid=897af882e8c14b1e996c33e48bc15347</a>	Timothy Marino
Chapter: TDM Chapter Comment ID: 186 Page: 22 Heading: 3.6.1. Investment opportunities	For example, there may be opportunities within the Corridors of Commerce process, led by state legislators, such requiring TDM plans for projects seeking Corridors of Commerce funding or adding it to the evaluation metrics.	I'm guessing this was supposed to be "such as requiring"	Timothy Marino
Chapter: TDM Chapter Comment ID: 187 Page: 23 Heading: 3.7.1.1. Regional Solicitation	Given the importance of the Regional Solicitation in supporting the regional TDM program, the region should strongly consider maintaining and expanding a dedicated TDM funding category that includes a mix of ongoing regional TDM program support and a competitive application category that can support the TDM Investment Plan and other local innovative projects. An expansion in funding for TDM should be discussed based on the TDM Investment Plan and detailed recommendations in the TDM Action Plan. The Regional Solicitation structure and its relationship to TDM is shown in Figure 6.	This is a recommendation versus a description of what additional funds would do for these programs. Below sections are formatted quite differently. Encourage a second look here.	Glen Johnson



Location	Sentence Text	Comment	Policymaker
Chapter: Transit Chapter Comment ID: 315 Page: 2 Heading: 1.1.3. Our region is dynamic and resilient	Providing this expanded system will help reduce the region's overreliance on people needing to own a car, which will contribute to a more balanced and resilient transportation system.	No comment; thought I had one but it is covered, and couldn't figure out how to delete a comment.	Amity Foster
Chapter: Transit Chapter Comment ID: 316 Page: 2 Heading: 1.1.4. We lead on addressing climate change	Other investments such as transitioning the transit fleet to zero-emissions vehicles reduce emissions and tailpipe pollutants from transit vehicles themselves.	A robust transit system allows people to make better decisions about their transit options, like choosing public transit instead of car ownership. (I'm not sure how to word this—but if addressing climate change is the goal, we need to have a transit system that is frequent and efficient, one where people see a time benefit.)	Amity Foster
Chapter: Transit Chapter Comment ID: 321 Page: 3 Heading: 1. Introduction	The Met Council's 2021-2022 Travel Behavior Inventory, which tracks changes in regional travel patterns, found that roughly 31 percent of respondents said they use transit.	Are the more recent TBI data available? The site linked note data collection was slated to wrap up in late 2022, but I'm unsure what the timeline is for the next cycle.	Glen Johnson
Chapter: Transit Chapter Comment ID: 322 Page: 3 Heading: 1. Introduction	In 2022, roughly 45 percent of the region's residents lived within a 10-minute walk (about a half mile) of any transit service and 15 percent lived within that distance of frequent transit service (departing every 15 minutes or better).	Is this including the limited commuter routes? If so, this should include a note about what is meant by this proximity. A suggestion would be to include a third metric for living near all day service, even if not high frequency, if available.	Glen Johnson
Chapter: Transit Chapter Comment ID: 323 Page: 4 Heading: 2.2. Our communities are healthy and safe	The transit system can also contribute to a sense of community by being a place where people regularly interact with other members of their community, much like a public library or park.	Could include a reference to a third space. I'm unclear how widespread that term is though.	Glen Johnson
Chapter: Transit Chapter Comment ID: 325 Page: 7 Heading: 3.6.2. The Met Council reports transit route performance each year to the State Legislature	The annual Regional Route Performance Analysis can be found on the Metropolitan Council's website.	Link in footnote has space in it and is not clickable. The Annual reports on the page only go through 2021. Is there a more recent one for 2022 or 2023 pending?	Glen Johnson

Location	Sentence Text	Comment	Policymaker
<p>Chapter: Transit Chapter Comment ID: 326 Page: 8 Heading: 3.8. State DOT Roles in Passenger Travel Beyond the Region</p>	<p>Amtrak’s Empire Builder provides passenger rail service to Seattle, Portland, and Chicago. Trains arrive and depart once a day in each direction at Union Depot in downtown Saint Paul.</p> <p>MnDOT is partnering with Wisconsin to add a second daily trip between Saint Paul and Milwaukee/Chicago on the Empire Builder corridor. An official announcement of the service is anticipated in 2024. Capital improvements and operating costs will be partially funded through two federal grants, state funds from Minnesota, Wisconsin and Illinois, plus Amtrak funding.</p> <p>MnDOT is also leading a corridor development process for a higher speed passenger rail service called Northern Lights Express between Minneapolis and Duluth. The project received an appropriation from the Minnesota Legislature in 2023 for \$194.7 million to provide the match for an anticipated federal grant that would cover 80% of the project capital costs. Project development is ongoing.</p> <p>MnDOT is collaborating with Metropolitan Council to lead a study on potential scenarios for the Northstar Commuter Rail corridor after the COVID pandemic, as required by the 2023 State Legislature. This includes looking at extension to St. Cloud and communities in northwestern Minnesota.</p>	<p>Links to these projects/service would be useful for context: whatever is most recently available.</p>	<p>Glen Johnson</p>
<p>Chapter: Transit Chapter Comment ID: 327 Page: 9 Heading: 4. Existing Transit System</p>	<p>About 55% of the region’s population lived within a half mile of regular-route transit services, and 19% lived within that same distance of high-frequency transit (meaning a transit vehicle departs at least every 15 minutes from a stop).</p>	<p>Regular route is defined below, but this does not separate out all day service, which is more meaningful to how people now use transit post-pandemic. This information should be included if available. Noted above in the Introduction referencing the TBI. Commuter routes also underwent a radical shift from before the pandemic to now. Including a reference to those changes in routes, coverage, and ridership is relevant information.</p>	<p>Glen Johnson</p>
<p>Chapter: Transit Chapter Comment ID: 328 Page: 10 Heading: 4.1. Transit Service Providers</p>	<p>University of Minnesota provides regular-route bus service and paratransit service around and between its Minneapolis and Saint Paul campuses.</p>	<p>I don’t believe ridership on UMN routes is included in the above regional ridership information. If that’s the case, a note about how the number is calculated would give context.</p>	<p>Glen Johnson</p>

Location	Sentence Text	Comment	Policymaker
Chapter: Transit Chapter Comment ID: 329 Page: 11 Heading: 4.2. Types of Transit Service	Commuter rail provided 0.1% of regional ridership while using 0.1% of total service hours.	Include note that there's only one commuter rail line, Northstar. Could include context for change since the pandemic.	Glen Johnson
Chapter: Transit Chapter Comment ID: 330 Page: 11 Heading: 4.2. Types of Transit Service	The Met Council will be working with its partners to develop regional guidance for designing, implementing, and operating microtransit services.	I like that the percent of rides and service hours are given for the general category. But I'd like to see it broken down for subcategories like BRT, Dial a Ride, Special Transportation Service, and Microtransit. Especially for demand response system the numbers are a very important part of the story. For example, there are federal and state requirements for Metro Mobility, and not for Microtransit. So the effectiveness of each mode should be evaluated differently.	Timothy Marino
Chapter: Transit Chapter Comment ID: 331 Page: 12 Heading: 4.3. Transitways	The Metropolitan Council currently operates all eight of the existing transitways in the region including:	Is this more clear to say 'through Metro Transit?'	Glen Johnson
Chapter: Transit Chapter Comment ID: 332 Page: 12 Heading: 4.3. Transitways	METRO routes run at least every 15 minutes during most of the day.	I know that this is the goal and not necessarily the reality, but the Red Line operates on 30 minute headways. So maybe saying "Most METRO routes run at least every 15 minutes" would be better	Timothy Marino
Chapter: Transit Chapter Comment ID: 335 Page: 15 Heading: 4.7.1. Ridership recovering after pandemic, travel patterns continue to change	For example, Metro Transit and Metropolitan Council transit service hours were at 79% of October 2019 levels as of December 2023.	I'm unclear how this are distinctive.	Glen Johnson
Chapter: Transit Chapter Comment ID: 336 Page: 15 Heading: 4.7.1. Ridership recovering after pandemic, travel patterns continue to change	For example, Metro Transit and Metropolitan Council transit service hours were at 79% of October 2019 levels as of December 2023.	/ While Pre-COVID is an easy reference point to compare the amount of service we now operate, I think it's important to not forget that we had more operators in August 2018 then we did in October 2019. Using a time that was already lower than the previous year makes comparisons look better then they actually are. Eventually we need to go past August 2018 service levels, but at the very least we need to match it.	Timothy Marino



Location	Sentence Text	Comment	Policymaker
Chapter: Transit Chapter Comment ID: 338 Page: 15 Heading: 4.7.3. Almost one-third of ridership is on electrically powered vehicles – Light rail and METRO C Line	Almost one-third of ridership is on electrically powered vehicles – Light rail and METRO C Line	Starting with the light rail section feels like a more logical order. Also include some of the challenges to battery-electric buses, but note the evolving technology. The last line about transit inherently reducing emissions is good to highlight.	Glen Johnson
Chapter: Transit Chapter Comment ID: 340 Page: 17 Heading: 5. Regional Transit System Policies and Procedures	Copies of any of these materials are available are available through the Metropolitan Council or directly from transit providers.	Links to the current locations would be useful, like the Regional Performance Analysis and Comprehensive Transit Financial Report..	Glen Johnson
Chapter: Transit Chapter Comment ID: 341 Page: 18 Heading: 5.2. Fares	The Transit Assistance Program was created in 2017 to help make transit more affordable for low-income riders.	Include any stats available for this program. Is it available through all providers/limits? How many people are enrolled? If there's any sort of report on the TAP program, that would be great to link, but even just a link to the program would be useful.	Glen Johnson
Chapter: Transit Chapter Comment ID: 342 Page: 18 Heading: 5.2. Fares	Several transit providers have fare payment applications that customers can use on their smartphones such as the Metro Transit App or the RideMVTA App.	Again, link to any info pages	Glen Johnson
Chapter: Transit Chapter Comment ID: 343 Page: 19 Heading: 5.2. Fares	Metro Transit also began testing two fare-free routes in 2022 as required by the state legislature. Route 32 – a crosstown route mainly along Lowry Avenue, and Route 62, which serves Rice Street, were chosen to serve people in the east and west metros and to include a mix of core local and supporting local service. The routes also serve corridors where many residents identify as Black, Indigenous, and/or People of Color, are low-income, or who do not have access to a vehicle. The pilot is planned to continue through the end of 2024.	Link to an info page or other background for further reading.	Glen Johnson

Location	Sentence Text	Comment	Policymaker
Chapter: Transit Chapter Comment ID: 346 Page: 24 Heading: 6.2. Regular-Route Bus Service	As of 2023, fewer riders are taking commuter transit, especially on Mondays and Fridays, due to expanded teleworking by office workers after the pandemic.	Noted here or elsewhere: how big a drop is this and how much recovery since 2020? What proportion of the total ridership in 2019 and today?	Glen Johnson
Chapter: Transit Chapter Comment ID: 347 Page: 24 Heading: 6.2.1. What Guides Decision-Making for Regular-Route Bus Service?	However, their planning is guided regional by policies developed collaboratively with the Met Council.	I'm guessing this is supposed to be guided regionally by	Timothy Marino
Chapter: Transit Chapter Comment ID: 348 Page: 24 Heading: 6.2.1. What Guides Decision-Making for Regular-Route Bus Service?	The Regional Transit Service Design and Performance Guidelines is the main document used to provide a baseline for regular-route bus service levels and typical design elements across the region.	Is this document public? I couldn't find it anywhere. Can it be included as a footnote?	Timothy Marino
Chapter: Transit Chapter Comment ID: 350 Page: 26 Heading: 6.2.2. Regular-Route Bus Service Investments Included in the Plan	Geographic coverage expansion also has cost implications for operating ADA paratransit which must provide service within three quarters of a mile of regular-route service. Transit providers should consult with Metro Mobility when considering geographic coverage expansions.	The state mandated service area that's required to be served by Metro Mobility is larger than the federal one. Unless transit is expanding beyond the state mandated service area the ¾ mile rule wouldn't apply. This passage seems to dissuade geographic expansion because of the cost of expanding Metro Mobility. When most geographic service expansions that transit agencies will likely pursue are already covered by the wider state mandated service area. /	Timothy Marino
Chapter: Transit Chapter Comment ID: 351 Page: 28 Heading: 6.3.1.1. Bus Rapid Transit	Dedicated BRT projects are typically seeking New Starts category funding in the FTA Capital Investment Grants, while highway BRT and arterial BRT projects have typically sought Small Starts category federal funding.	The Purple Line is a Dedicated BRT project that is exclusively seeking Small Starts funding	Timothy Marino
Chapter: Transit Chapter Comment ID: 352 Page: 29 Heading: 6.3.1.4. Commuter Rail	Station areas are primarily oriented to park-and-ride uses or dense housing and mixed-use development. Commuter rail services operate at 20- to 30-minute frequencies during peak periods, with limited or no midday or reverse-direction service.	While this has been the case with Northstar so far, many Commuter/Regional Rail systems throughout the country offer significant midday and reverse direction service. I don't agree with putting this language in.	Timothy Marino



Location	Sentence Text	Comment	Policymaker
Chapter: Transit Chapter Comment ID: 353 Page: 29 Heading: 6.3.1.5. Transitway Design Guidelines	Span 18 hours per day on weekdays	Is there missing information in Frequency and Span? If all modes share this aspect, it would be useful to list them out for clarity. Span should also mention weekends, even if there is no current requirement, although I'd encourage this to be 7-days a week given current ridership usage.	Glen Johnson
Chapter: Transit Chapter Comment ID: 354 Page: 30 Heading: 6.3.1.5. Transitway Design Guidelines	Off-board fare collection with proof-of-payment enforcement that integrates with the regional fare system.	Again this should list which modes this applies to.	Glen Johnson
Chapter: Transit Chapter Comment ID: 355 Page: 31 Heading: 6.3.2.1. Transitway System Planning	Transit Master Study (2008) Arterial Transitway Corridors Study (2012) Highway Transitway Corridors Study (2014) Network Next Arterial Bus Rapid Transit Plan (2021)	Links to each. Include prospective studies or plans if known or anticipated on a rough timeline. Below 5 years is mentioned, but it's unclear which aspects of the system would be expected to have a new study or plan. Network Next only shows potential aBRT corridors through 2040, so some mention of when the corridors through 2050 may be identified would be good information to include. New rail corridors, beyond the Green and Blue line extensions, should be mentioned, even if there is nothing definitive at this time.	Glen Johnson
Chapter: Transit Chapter Comment ID: 356 Page: 31 Heading: 6.3.2.1. Transitway System Planning	The region has undergone a number of system studies in the last 30 years that have provided the background and direction to the transitway investment plan that is reflected here including: Transit Master Study (2008) Arterial Transitway Corridors Study (2012) Highway Transitway Corridors Study (2014) Network Next Arterial Bus Rapid Transit Plan (2021) This plan includes an updated evaluation of the long-range vision for arterial BRT as part Metro Transit's service improvement planning efforts, which are described in more detail in the Work Program. System planning can be incorporated into the Transportation Policy Plan through amendments or as part of major plan updates every five years.	We haven't had a study that analyses our transit system as an entire network with multiple modes that can perform different roles since the Transit Master Study in 2008. That study identified the Gold Line, Purple Line, Blue Line Extension, and Riverview. Our metro has changed a lot since 2008. What if some corridors considered for aBRT like Nicollet and Central could justify dedicated BRT or LRT instead? Is there plans to initiate another study? We need to start restocking the queue of projects, especially with how long it takes to go from identifying a project to opening. A New Transit Master Study can also provide preliminary feasibility evaluation to cities or counties prior to having to commit to funding an alternative analysis.	Timothy Marino
Chapter: Transit Chapter Comment ID: 357 Page: 31 Heading: 6.3.2.1. Transitway System Planning	System planning can be incorporated into the Transportation Policy Plan through amendments or as part of major plan updates every five years.	There are also corridors left off of this list, such as Nicollet, so this would be a good example to bring up in this section or Riverview.	Glen Johnson

Location	Sentence Text	Comment	Policymaker
Chapter: Transit Chapter Comment ID: 358 Page: 31 Heading: 6.3.2.2. Transitway Corridor Planning	Transitway Corridor Planning	Are the requirements in this section based on statute, federal funding requirements, Met Council policy or something else? The only one cited is municipal consent under MN statute. Include the references to whichever are applicable for clarity.	Glen Johnson
Chapter: Transit Chapter Comment ID: 359 Page: 31 Heading: 6.3.2.2.1. Counties, transit agencies have historically been lead local agencies for transitway planning	Counties, transit agencies have historically been lead local agencies for transitway planning	Is there any analysis on how well this model works? If so, great place to link and discuss any other models for these large projects.	Glen Johnson
Chapter: Transit Chapter Comment ID: 360 Page: 31 Heading: 6.3.2.2.1. Counties, transit agencies have historically been lead local agencies for transitway planning	To date Metro Transit has been the lead agency for corridor planning on all arterial BRT routes that have been implemented.	This could be introduced as transit agencies leading BRT projects generally and then noting the leads for aBRT (all Metro Transit), highway, etc. I believe the Red line was an MVTA highway BRT and Metro Transit was lead for the Orange line. Gold line by Metro Transit for dedicated BRT. If that's correct, would be a good place to include that here to be thorough.	Glen Johnson
Chapter: Transit Chapter Comment ID: 361 Page: 33 Heading: 6.3.2.4. Project Development and Implementation	The Metropolitan Council is currently the lead agency for light rail development under state law, but bus rapid transit can and has had different lead agencies for project development.	Clarity that counties (and transit agencies?) could plan these projects, but Met Council do the development. Also consider defining what development means here and the handoff point.	Glen Johnson
Chapter: Transit Chapter Comment ID: 362 Page: 34 Heading: 6.3.3. Transitway Investments Included in the Current Plan	Two of the projects, Purple Line and Riverview Corridor are considering major revisions to their adopted LPA (details in project status updates below).	I'm unsure if this acronym has been defined prior to this.	Glen Johnson



Location	Sentence Text	Comment	Policymaker
Chapter: Transit Chapter Comment ID: 363 Page: 36 Heading: 6.3.4.1. Project Status Updates	Project Status Updates	Link to relevant project pages and studies	Glen Johnson
Chapter: Transit Chapter Comment ID: 317 Page: 37 Heading: 4.7.1. What Guides Decision-Making for Customer Facilities	Customer facilities also serve as an important point of transfer between transit services, including bus-to-rail transfers.	Customer facilities are a contributing factor to people choosing to take transit. The design of a bus stop or shelter should provide safety, and a sense of welcome to riders.	Amity Foster
Chapter: Transit Chapter Comment ID: 364 Page: 37 Heading: 6.3.4.1. Project Status Updates	The B Line arterial BRT is included in the plan and Hennepin County will take steps to further analyze rail this corridor before the next TPP update.	I'm guessing this is supposed to say "rail in this corridor"	Timothy Marino
Chapter: Transit Chapter Comment ID: 365 Page: 37 Heading: 6.3.4.1. Project Status Updates	The future of this transitway study will be incorporated with an amendment that addresses Blue Line Extension.	This would be great to clarify before the TPP 2050 is complete. I believe the Blue Line Extension will be far enough along this year to officially preclude this project.	Glen Johnson
Chapter: Transit Chapter Comment ID: 366 Page: 38 Heading: 6.4.1. What Guides Decision-Making for Investments in Non-Regular Route Services	Thus, when regular-route service is expanded into areas that previously did not have transit service, Metro Mobility service must also be expanded.	This should read something like "When regular-route service is expanded into areas that are not to be required to be covered by my Minnesota state law, Metro Mobility must also be expanded."	Timothy Marino





Location	Sentence Text	Comment	Policymaker
Chapter: Transit Chapter Comment ID: 367 Page: 39 Heading: 6.4.1. What Guides Decision-Making for Investments in Non-Regular Route Services	Microtransit is a required spending categories for funding from the new regional sales and use tax passed by the state legislature in 2023.	“required spending category”	Timothy Marino
Chapter: Transit Chapter Comment ID: 369 Page: 39 Heading: 6.4.2.2. Microtransit Pilot Projects and Expansion	Microtransit Pilot Projects and Expansion	For Microtransit and Dial-a-Ride below, are there comparable figures for cost per trip? As well as contrasting with the fixed route number. It’s mentioned in Investment Opportunities, but without numbers so there’s no sense of scale.	Glen Johnson
Chapter: Transit Chapter Comment ID: 370 Page: 41 Heading: 6.5.2.1. Bus and Support Vehicle Replacement	<b>Bus and Support Vehicle Replacement</b> All of vehicles used by the transit system need to be maintained and replaced when they are past their useful life, which varies by vehicle type. Over the next decade, XX of XY Metro Transit buses will reach the end of their useful life. XY support vehicles will reach their useful life benchmark over the same period. <b>Light Rail Vehicle Replacement</b> The original light rail vehicles supporting current METRO Blue and Green Line operations will reach the end of their useful life within the horizon of this plan. Replacing these 91 vehicles will represent a significant capital investment.	If possible include the average lifecycle of a bus, support vehicle, and light rail vehicle as it gives important context.	Glen Johnson
Chapter: Transit Chapter Comment ID: 319 Page: 42 Heading: 4.1. Safety and Security	The Metro Transit Police Department will also work to remain current with evolving industry standards, best practices, and community expectations.	I see that TRIP is mentioned below; might be a good idea to mention them in the intro as well, so that we have a full description of the entire safety program inside of MetroTransit.	Amity Foster
Chapter: Transit Chapter Comment ID: 320 Page: 42 Heading: 4.1. Safety and Security	Consequently, the Metropolitan Council will continue to invest in employee awareness and public education campaigns to improve transit safety.	New paragraph, or something like this. I think it’s important to note that safety isn’t just cops, but it is the design of the system.—Public transit is a safer system for all who ride and operate when the overall system is efficient, frequent, and when customer facilities are well-maintained. Safety is not solely provided or found in TRIP or MetroTransit Police. More people use the system when they feel comfortable on it, especially potential and new riders.	Amity Foster

Location	Sentence Text	Comment	Policymaker
Chapter: Transit Chapter Comment ID: 318 Page: 42 Heading: 4.9.3. Opportunities for Investment Beyond the Current Plan	There may be opportunities in the future to improve transfer experiences for customers between regular-route and non-regular route services.	Question less of a comment—I don't think this should be a 'may be opportunities'. If we really want a regional transit system, that includes different transit systems, we should be making payment and transfer as smooth as possible.	Amity Foster
Chapter: Transit Chapter Comment ID: 371 Page: 46 Heading: 6.7.3.2. Regional Multimodal Hubs	Target Field Station in downtown Minneapolis is served by the METRO Green Line and Blue Line light rail, Northstar commuter rail, and other bus services that connect in downtown Minneapolis.	I believe this also includes the Northern Lights Express service to Duluth.	Glen Johnson
Chapter: Transit Chapter Comment ID: 372 Page: 49 Heading: 6.1. Safety and Security	These include fare enforcement, welfare checks, regular patrols and rides on transit vehicles, partnerships with other law enforcement agencies and community organizations, and innovative programs such as community service officers.	I would mention the TRIP program here	Timothy Marino
Chapter: Transit Chapter Comment ID: 373 Page: 51 Heading: 7. Financial Summary	Financial Summary	Mayor Jeff Weisensel, Rosemount/TAB: (inferred location) General comment-Transit has a negative public view related to project costs, overruns and not meeting project scheduling delivery dates. Similarly, there is a perception and reality of operational costs not appearing aligned to fares to provide a "fairer" fare. Fares will never recoup capital costs, but they should at least cover operation costs to be viable.	Jeff Weisensel
Chapter: Transit Chapter Comment ID: 375 Page: 53 Heading: 7.2.2.1. Regional Solicitation	The Regional Solicitation has been a substantial source of revenue for the arterial bus rapid transit program since 2012 and, as a result, a specific project category was created in 2020.	Carver County disagrees with the creation of a Metro Transit funding set-aside of \$25 million for Arterial Bus Rapid Transit from the federal funding made available through the Regional Solicitation. This is discussed on page 6: "In 2020, the Regional Solicitation created a special category to support the build out of the arterial bus rapid transit system discussed later in the Transit Investment Plan." To establish this set-aside, the Metropolitan Council directed funds away from the highway and bicycle/pedestrian modes as well as using transit modal funding. The focus on high frequency and ABRT service for use of the federal funding through the Regional Solicitation has left supporting transit services behind and at a disadvantage for funding. This has the greatest impact to suburban service needs in areas like Carver County.	John Fahey