

Committer Number	Committer Name	Committee Name	Comment Topic	Full Comment	Response
1.0	Amy's notes	TAB Technical Advisory Committee	Bike/Ped	Quality check for sidewalk data not just existence of infrastructure	Comment noted. The work item for sidewalk data will be developed in partnership with local partners and this can be a consideration in that discussion.
2.0	Lyndon Robjent	TAB Technical Advisory Committee	Regional Solicitation	Infrastructure resiliency mitigation, how to score in reg sol if addressing a problem	This potential scoring criteria can be considered for the 2022 Regional Solicitation as the 2020 was finalized in January.
3.0	Amy's notes	TAB Technical Advisory Committee	Climate change resiliency	<ul style="list-style-type: none"> Flood prone areas hwy 41 cloud 27 Storm sewers 	Comment noted.
4.0	Innocent Eyoh	TAB Technical Advisory Committee	Connected and Automated Vehicles	CAV look into guidance to prepare for infrastructure upgrades signs funding for this	MnDOT's and it's CAV X Office will likely be directly involved in implementing standards for CAV and roadway signs and other standards.
5.0	Lisa Freese	TAB Technical Advisory Committee	Regional Solicitation	CAV infrastructure needs for investment are on the right track funds in reg sol align investment w their needs do we need to add to the infrastructure	Including technology requirements for Regional Solicitation projects should be considered for the 2022 Solicitation.
6.0	Bridget Rief, MAC	TAB Technical Advisory Committee	Aviation	MSP holding stakeholder how is MAC addressing the transportation system to assure people can get to the airport, include the airport in reg studies and partnerships	Comment noted; will work with regional partners to assure MAC is appropriately included.
7.0	Adam Harrington, N	TAB Technical Advisory Committee	Travel Behavior	Has work trip relationship to VMT changed due to the increase in telework etc this has maybe had an impact on transit ridership, market for commuter trips on transit may be too saturated	The results of the 2019 TBI surveys will provide insight into this issue and also as we return to a new normal after the Covid-19 event.
8.0	Amy's notes	TAB Technical Advisory Committee	Community Engagement	6 community contracts (nonprofits artists) high schools i.e. Seward redesign, hi rise council, Harrison neighborhood, 80z GHG reduction, key metrics heavily use ACPs	Comment unclear as written.
9.0	Ken Rodgers	TAAC	Transit	Consistency in infrastructure design is the key to people with disabilities, safety issues occur when we have different kinds of stations	Comment acknowledged and will be passed along to transit providers.
10.0	Amy's committee n TAAC	TAAC	Transit	<ul style="list-style-type: none"> Need guidelines and standards, transit system focuses 1st not just visual but mental processing of changes not complicated Also winter maintenance standards 	Comment acknowledged will be discussed and passed along to regional transit providers.
11.0	Amy's committee n TAAC	TAAC	TPP Language	How to holistically talk about the needs of disabled as a philosophy individually prioritize the needs of disabled populations	Comment acknowledged - staff will strive to use more inclusionary language within the TPP document and throughout planning documents.
12.0	Amy's committee n TAAC	TAAC	Disabilities/ADA	<ul style="list-style-type: none"> Where to go above ADA and where we go beyond Look at transition plan highlight where we will be focusing on Ability to see themselves in the plan 	Comment acknowledged. Staff will strive to use more inclusionary language in the TPP document.
13.0	Amy's committee n TAAC	TAAC	Regional Solicitation	Consider requiring snow removal	Comment will be considered by Regional Solicitation process.
14.0	Amy's committee n TAAC	TAAC	Disabilities/ADA	<p>Long range plan – groups</p> <ul style="list-style-type: none"> Consider disabilities that people get at a given point or Acquired disabilities over time (aging) How in the planning process do we address both populations, how to think about this difference Don't just provide benefits to the disabled who are asking for it All may eventually being this category and be users of the systems 	Comment acknowledged. The region offers a variety of transit services that allow people with a vareity of disabilities to use the most appropriate service, i.e .all regional buses and rail are accessible, however for those whse disability dose not allow them to access the regular route system the region offers service such as Metro Mobility and Transit Link. Metro Mobility also offers a variety of vehicles for various levels of disabilities from a taxi service to buses with wheel chair access.
15.0	Amy's committee n TAAC	TAAC	Partnerships	Governors council on age friendly MN – a lot of transportation issues in this council use both by the aging and caregivers	Comment Acknowledged. The Council is participating on this Council and transportation staff will be kept apprised and involved in related work.
16.0	Amy's committee n TAAC	TAAC	Transit	<ul style="list-style-type: none"> Public transit that is understandable and easy to use, slight changes can make a difference Also invisible disabilities driver training on this It is important to make sure we emphasize the accessibility concept and designing services for all Overview Pg 10 list of principles is missing disabilities concept 	Comment acknowledged. TPP language will be reviewed to be more inclusionary on the concept of disabilities. The principles on page 10 of the Overview have been removed from the document as they were not an approved summary of where the TPP is focusing. The TPP Goals and Objectives serve this purpose.
17.0	Amy's committee n TAAC	TAAC	TPP Inclusionary Language	Appreciate equity indigenous do not consider themselves people of color	Agree - TPP will reference POC and Indigenous populations. American Indians have been added to the TPP as a distinct group of people.
18.0	Amy's committee n TAAC	TAAC	Disabilities/ADA	Guidebook for entities on standards for disabilities help local entities address issues consistently (not just ADA specific) maintenance is often not considered during project development enforce this at global level	Comment acknowledged - will discuss the need for such a guidebook with Transit Providers and local governments.

CDC says 24% avg population w disabilities MN Demographer say 12-13% why such a great difference?

The draft TPP includes references to the population with disabilities in the Twin Cities region (page 7.4 in the Bicycle and Pedestrian chapter). The data used for these references is the Census Bureau's American Community Survey 5-year data. The Council's MetroStats report from October 2017 includes more information about people in the region who have some type of disability. American Community Survey data does not include people living in group settings or institutions, such as nursing homes or correctional facilities, so numbers using this data may be lower than other data sets that do include these groups. While the TPP is not referencing statewide percentages, other numbers you may see, such as from the CDC and the state demography center, could differ if they are using different sources of data that may also be based on different definitions of disabilities. We can investigate using additional data sources in the future as well to reflect available data.

19.0	Amy's committee n TAAC		Disabilities/ADA		
20.0	FHWA	TAC Planning	Air Quality	Page 11.1 The PM10 discussion should include that the source is non-transportation, thus limiting the MPO's ability to do much about it. However, under the CAA, non-transportation sources are still not exempt to conformity rules.	Agree, text changes incorporated on pp. 11.1
21.0	FHWA	TAC Planning	Air Quality	Page 11.3 Why include the acronyms in parentheses for everything else, but not the SIP? Page 11.4 Particulate Matter	Agree, text changes incorporated on pp. 11.3 Agree, text changes incorporated in pp. 11.4
22.0	FHWA	TAC Planning	Air Quality	Again, probably worth stressing this is completely non-transportation and therefore the region has a limited ability to control it.	
23.0	FHWA	TAC Planning	Air Quality	Page 11.6 Planning and Environment Linkages (PEL)	Comment unclear as written.
24.0	FHWA	TAC Planning	Congestion Management Process	Page 12.1 Congestion Management Process Plan, Will a link to the CMP Plan be provided in the final document?	Yes - agree a link to the CMP document will be included.
26.0	FHWA	TAC Planning	Congestion Management Process	Page 12.3 Be consistent in referring to the Congestion Management Process - I'd make clear CMP is the acronym early and simply use that thereafter. Technically I don't believe it's capitalized, but I'd just use CMP for each reference after the initial definition. Page 12.4 peer exchange para Perhaps indicate if the Met Council plans to emulate any of the techniques demonstrated, either now or in the future?	CMP is the common acronym for the Congestion Management Process. It is used interchangeably and at times the full phrase is repeated to give the readers a reminder of the topic. The CMP is continuously evolving based upon input from regional stakeholders and other interested parties. The Council intends to produce an online "dashboard" that conveys the performance of key congestion measures (as well as other performance measures) in the short-term future. The peer exchange provided good examples of how this is done in other regions.
28.0	FHWA	TAC Planning	Congestion Management Process		
30.0	FHWA	TAC Planning	Congestion Management Process	Page 12.5 Includes, since this is ongoing? not included	Clarified text to correct tense
31.0	FHWA	TAC Planning	Congestion Management Process	Page 12.9 Link or direction on where to locate the actual plan.	This will be included once the Plan is available online
32.0	FHWA	TAC Planning	Congestion Management Process	Page 12.10 Include planned future steps and a rough timeline for reaching an agreed-upon congestion definition the region	added language: These will continue to be refined over the latter half of 2020 as speed-based data is refined and brought forth to the CMP Advisory Committee. A regional definition of congestion will be a major discussion point moving forward, especially as we develop and analyze the StreetLight data.
				<ul style="list-style-type: none"> •P5.22 last sentence on the page, and also throughout the document. "...leading to increased travel and growing congestion." The plan assumes that more people and more travel will lead to increased congestion. The Minneapolis TAP pursues an aggressive mode shift to accommodate this travel in order to avoid increased congestion. Furthermore, the TAP advocates for the use of zero travel growth in modeling for the City's projects. •P5.33 "This increase in people is estimated to result in a 17% increase in vehicle miles traveled." See comment above. Also, the "regional mobility investment approach" starting on that page and continuing to 5.34 does not include mode shift (e.g. increasing spending on transit to build out that network) as one of the strategies. •P5.39 listing Hwy 252 MnPASS is shown from MN 610 to Dowling Avenue. As the project is now entering EIS, project limit should be 4th St N not Dowling. MnPASS to Dowling has not been eliminated from project alternatives yet. Edit Figure 5-14 accordingly. The Dowling to 4th is listed in Table 5-14 "Increased Revenue Scenario" but we'd rather see it moved higher up into the Current Revenue portion of the document. •Table 5-9. I-35W MnPASS is listed from "County Road C to Mississippi River." I think this should say "to downtown Minneapolis." We will be diving into the idea of a direct connect over 2020-2021. And I don't think we want more MnPASS lanes/stubs ending short of their ultimate destination. •Table 5-9. Hwy 252 MnPASS "Construct new I-94 MnPASS lanes between I-694 and Dowling Ave." I would prefer a different verb than "construct" but it seems to be used uniformly. Would prefer "Provide." Also instead of Dowling should say to 4th St N. •P5.39. The Highways chapter indicates that a future Work Program item will be created to address the MnPASS system, mobility, and lane-adds. However the January 9, 2020 TAC-Planning agenda included the Work Program draft document and no such MnPASS study exists. Will it be added at a later date? 	<p>P.5.22 no change, P5.33 no change, P5.39 no change, Table 5-9 change made, Table 5-9 changed "construct" to "provide", no other change, P5.39 Done.</p>
33.0	Minneapolis	TAC Planning	Highways		

- P6.8 Second to last bullet under Transit System Improvements since 2015 – “and several arterial bus rapid transit corridors” – call them out specifically as you for the rest of the corridors – D Line, B Line and E Line.
- P 6.28 Transit Assistance Program call-out box– the numbers of rides are referenced but how many participants are registered in the program? How many are eligible? Understanding these numbers would help set important participation goals.
- P6.29 Vehicle Fleet – what is Metro Transit’s commitment to electrified vehicles? Is there a goal or % of the fleet for example that is a goal to have electrified by 20XX?
- P6.33 Under Local Routes – High-Frequency Transit Routes – The City of Minneapolis has interest in working with Metro transit to reduce frequency intervals to 10 minutes or less as identified in the City’s 10-year Transportation Action Plan (TAP).
- P6.34 The draft is now public – see language here re: Transit Priority Projects: <http://go.minneapolismn.gov/draft-plan/transit>
- P6.43 Under Bus Support Facilities – why is there no reference to the bus garage/maintenance facility in the North Loop of Minneapolis?
- P6.45 – The larger vision – parts of it – are articulated in our draft TAP, transit actions 2.2 and 2.3 in particular. Note plan is still draft.
- P6.53 Under Light Rail Transit – last sentence “with extensions in development” – it might be good to clarify here the SWLRT or the Metro Green Line Extension is actually under construction – not just development.
- P6.54 Second paragraph – Nicollet-Central, West Broadway are referenced – why not Midtown?
- P6.63 Bulleted list – Update information re: METRO Green Line Extension – construction is underway
- P6.70 Under Projects with Study Recommendations but Incomplete Funding Plan – for Nicollet-Central, Midtown Rail, and West Broadway – incorporate language consist with TAP noted below - <http://go.minneapolismn.gov/draft-plan/transit/strategy-4> - \
 - oPlan, design and construct high capacity, neighborhood-based transit along the Nicollet-Central corridor.
 - oPlan, design and construct high capacity, neighborhood-based transit within the dedicated right of way along the Midtown Greenway from West Lake Station on the METRO Green Line Extension to Lake Street Station on the METRO Blue Line.
 - oPlan, design and construct high capacity, neighborhood-based transit along the West Broadway corridor from downtown Minneapolis to the northwest suburbs.

- P6.8 change incorporated.
- PG 6.28 The council is tracking many of these measures as a separate effort outside of the Transportation Policy Plan. The TAP program implementation is consistent with the TPP strategies. Latest presentation to Council: https://metro council.org/Council-Meetings/Committees/Transportation-Committee/2019/December-9,-2019/Info-2-_-Fare-Policy-TAP.aspx
- Pg. 6.29 The text in this section has been edited to reflect the region’s early experiences with all-electric transit vehicles. The Council and Metro Transit are committed to continuing this important exploration and will work on more specifics once the experiences from early implementation on the C Line and other projects are better understood.
- Pg 6.33 Comment acknowledged and will be shared with Metro Transit through their Network Next project. This concept can be addressed in the 2050 Plan or through future amendments, should regional policy expectations change. The change would have to be agreed upon by regional stakeholders beyond just Minneapolis and Metro Transit.
- Pg 6.34 Comment acknowledged.
- Pg 6.43 Added sentence “The Heywood Garage also has a planned expansion to be completed in the next ten years. Additional garage facility replacements and expansions are expected to be evaluated in the near future, but an identified projects will likely be included in the Increased Revenue Scenario until funding can be identified.”
- Pg 6.45 Comment acknowledged.
- Pg 6.53 Change incorporated
- Pg 6.54 The locally preferred alternative for Midtown was rail and not specifically streetcar, with the details to be determined through future actions. The two corridors referenced here as examples did make a specific modern streetcar recommendation.
- Pg. 6.63 Suggested change incorporated.
- Pg. 6.70 Suggested changes incorporated.

34.0 Minneapolis TAC Planning Transit

- P7.7 the narrative in section “Transition to a Dockless Bicycle System” is out of date. I’d recommend they modify the language. One example of an out of date thought is: “The expectation is that the number of shared bicycles in circulation could increase by more than five times, to 10,000 bikes or more in a just a few years.”
- P7.7 The Advent of Electric Scooters: same comment as above.
- P7.7 Protected Bikeways: could say “As of late 2019 about 25 miles of on-street protected bikeways had been constructed and opened for daily use within Minneapolis.” Could also reach out to St. Paul to see if they have updated numbers through 2019.
- P7.10 The last paragraph includes findings from the City’s 2017 Pedestrian Crash Study on the frequency of crashes on streets with high-frequency transit and near transit stops as well as findings on the impact of speed on increasing the likeliness of fatal and severe injuries for pedestrians. These are separate factors and should be separated in the narrative, i.e., high-frequency transit does not mean higher travel speeds.
- P7.11: in referencing the speed limits, Met Council staff could update narrative to reflect the speed limit changes that are being announced on 3/12/2020.
- P7.36 Continuity and Connections between Jurisdictions should include pedestrian infrastructure.

- Bullet 1: TPP text has been updated and header changed to "Transition to a Flexible Shared Bicycle System;"
- Bullet 2: nothing changed in last 2 years that would alter long range regional thinking on this very new technology;
- Bullet 3: Revised TPP text to reflect comment;
- Bullet 4: Text has been edited for this clarification.
- Bullet 5: Text has been added about this recent change to speed limits in Minneapolis and St. Paul.
- Bullet 6: Revised/added text to reflect comment.

35.0 Minneapolis TAC Planning Bike/Ped

36.0	Minneapolis	TAC Planning	Freight	<ul style="list-style-type: none"> 8.8: 'Exacerbating the connectivity issue is the steady growth of large semi-trucks for expanded parcel and local delivery networks. Many minor arterials and collector streets in the urbanized area were designed for smaller delivery trucks, and newer traffic control strategies like roundabouts and curb bump-outs are not always designed with consideration for the turning radius needs of these larger trucks.' We appreciate the recognition of the challenges of freight goods movement in urban areas. Hopefully the strategies that come out of this effort bridge the gap between the challenges that exist and tangible solutions; our TAP direction is to organize and reduce the level of access we provide to large vehicles in our urban core. 8.8: 'Trucks also contribute to peak hour congestion on regional highways, just by the nature of their size and slower acceleration capabilities. Freight motor carriers have taken steps to avoid driving in peak-congestion periods when possible, but the growing duration and extent of congested highways and local roads reduces the efficiency and competitiveness of the region's freight system.' This could point to strategies re: for off-peak goods movement. Maybe even over-night goods movement? 8.8: 'In Minnesota, more people die from pedestrian/rail accidents than from vehicular/rail accidents. Unlike the policies in 48 other states, state and local law enforcement statutes in Minnesota do not support railroad policing of their own property to address this problem.' Interesting since most of these are ped/rail crashes; are they occurring at rail crossings or at other locations along rail lines? Identifying location types would be helpful in developing solutions. 8.12: 'As a continuation of that effort and to make the database available to public users, a Work Program item has been added in Chapter 14 to develop an on-line, interactive mapping tool to be known as the Industrial Land Atlas. This new tool will help economic development specialists and private sector planners to conveniently assess industrial land options and prioritize sites for future industrial development. In addition, the database and mapping tool may enable local agencies to better understand the region's supply of industrial land and to identify where such parcels may need to be preserved.' Interesting tool, maybe we can work with the Met Council on this tool for some of our land-use based freight decisions, such as urban consolidation centers and identifying truck parking locations outside Minneapolis city limits. 8.12: 'Regional mobility improvements are also important for trucks. The implementation of traffic management technologies on highways, such as traveler information systems, incidence response programs, traffic signal operations and coordination, queue warning systems, and the dynamic rerouting of trucks along congested corridors, may reduce breakdowns in traffic flow. These in turn will benefit freight by maintaining reliability to meet delivery schedules and improving overall safety for trucks and other vehicles.' TAP Freight strategy/action 3.5 touches on ITS as mentioned above. 	<p>Pg 8.8#1 Comment acknowledged. Pg 8.8 #2 Comment acknowledged. Pg 8.8 Bullet 3: Comment acknowledged; data required are not readily available to determine precise locations of pedestrian crashes on rail lines; future TPP updates could attempt to obtain data and analyze specific locations. Pg 8.12 Bullet 4: Comment acknowledged. Pg. 8.12 Bullet 5: Comment acknowledged.</p>
				<ul style="list-style-type: none"> -How will we change our processes to better accommodate rapid (technological) change -More frequent data set investment -Access gap analysis relate to ACP 	<p>Comment acknowledged. The Council has recently begun purchasing data through Street light which allows for more rapid analysis and incorporation of changing travel. In addition the Travel Behavior Inventory is also now being conducted every two years to better capture changing travel patterns. The Equity and Environment chapter includes an analysis of proposed investments for equity. In addition, The Work Program includes a broad based commitment to Equity analysis around transportation which will likely include a gap analysis.</p>
37.0	Amy's notes	Transportation Advisory Board	Technology and Equity		
38.0	Barber	Transportation Advisory Board	Equity/EJ	Commitment w/economic development workforce planning gaps/opportunities, connecting jobs, housing, and transportation. How this helps lead to equity	The Work Program contains a board work item on Transportation and Equity. A gap analysis will likely be a piece of identifying the Equity gaps/needs/challenges.
39.0	Geisler	Transportation Advisory Board	Bike/Ped	Connected infrastructure needs, sidewalk gaps, RBTN connections/gaps does it further through network, private freight data collection tie to sustainability, what does density do to GHG. Benefits job for drivers, regional trails combined with side walk inventory Needs of disabled/seniors barriers change, assessment of volunteer driven	Need Clarification on comments re RBTN, sidewalk inventory/regional trails and freight date. Need better context in order to respond. Density/GHG comment is a Land Use topic.
40.0	Sanger	Transportation Advisory Board	Equity/EJ		The recent update of the Human Services Transit Coordination Plan identified gaps and needs in services for disable and elderly within the region. Regional partners should use this plan to help implement services.
42.0	Windschitl	Transportation Advisory Board	General	Education/healthcare, retail driver for services	Comment acknowledged.
43.0	Goettel	Transportation Advisory Board	Climate change resiliency	likes safety, resiliency with climate change, possible tool - reg council of mayors. ULI work don't recreate. Strategic vision for the region, what drives a world class system, forecasting transportation congestion	The council's Community Development division is leading the climate resiliency work and will coordinate with regional partners. The plan does seek to forecast future congestion under the Current Revenue scenario. There is not regional definition/agreement on the level of needs to create a world class transportation system. The Increased Revenue Scenario does provide one potential set of investments to get us closer.
44.0	Hamann-Roland	Transportation Advisory Board	General		
45.0	McGuire	Transportation Advisory Board	Congestion Management Process	Speed limits work group, public conversation on congestion	One of the Work Program studies is a process to discuss congestion and priorities with policy makers and residents of the region and incorporate the stated values into the 2050 plan update.
46.0	Boyles	Transportation Advisory Board	Stewardship, maintaining the system	Integrate the various parts of the plan, maintaining what we currently own	Stewardship or maintaining assets is a clear goal of the plan.
47.0	Holberg	Transportation Advisory Board	Shared Mobility/ADA	Success of using Lyft instead of Metro Mobility option for individuals with disabilities	The legislature recently required a task force to study the options available for using shared mobility as part of the Metro Mobility service structure. Metro Mobility is implementing a pilot project and the results will be presented to TAB and the Council.
48.0	Amy's notes	Transportation Advisory Board	Shared Mobility	Operations needs and priorities, private sector option in shared mobility for seniors.	Comment acknowledged. The region recently completed a legislatively required Task Force study to look at how shared mobility options might fit into the Metro Mobility service model.

49.0 Hovland	Transportation Advisory Board	Regional Solicitation	Stormwater management techniques, requirements for Reg Sol	This comment should be discussed with the next Regional Solicitation evaluation.
50.0 Amy's notes	Transportation Advisory Board	Equity/Outreach	TPP how will it reflect Tribal consultation process? Is the TPP a formal process?	The Transportation Public Participation Plan will be updated to reflect the tribal consultation, coordination, and cooperation as reflected in the adopted council policy
51.0 Hennepin County	TAC Planning	Highways	<p>•Pg. 5.1) - The minor arterial system is also a back-up to the principal arterial system when incidents occur that affect travel (snowfalls, major crashes, etc.).</p> <p>•Pg. 5.31) - Curious as to why the fatal crash target is very slight increased, while serious injury target is reduced fairly significantly? What is the logic?</p>	51. Response: Added “and provides redundancy to the principal arterials” to a description of A-minor arterials.
52.0 Hennepin County	TAC Planning	Highways/Performance Outcomes		The Council has traditionally used the safety performance target setting methodology that MnDOT employs for the state, but using the numbers specific to the metro area. As a results, the fatal crash rate increased due to using the MnDOT methodology which calculates the target from the previous year with a 2.5% reduction. We recognize that this can result in an increasing fatality target. In 2021, the methodology will be changed to be a decrease over the previous year target.
53.0 Hennepin County	TAC Planning	Highways	•Pg. 5.42, Table 5-9) – For I-94 between the Downtowns (Re-thinking), perhaps add (Hiawatha Ave) to clarify which segment of TH 55.	The project is described in the text as “Design under study between MN 55 and MN 61”. Our mapping looks like 35W to 35E, MnDOT hasrecently decided Hiawatha to Marion.
54.0 Hennepin County	TAC Planning	Highways	•Pg. 5.62, Figure 5-19) – For the ‘Key’ at the bottom of the page, revise ‘congestion free’ to ‘less congestion’.	54. Response: Updated “congestion free” to “a less congested, more reliable”
55.0 Hennepin County	TAC Planning	Highways	<p>•Pg. 5.68) – In reference to a potential future Mississippi River crossing between Dayton and Ramsey, “This should be acknowledged as a regionally significant connection worthy of principal arterial status”.</p> <p>The transportation sector is now the largest source of greenhouse gas emissions. Reducing transportation emissions is critical for the region to comply with Minnesota’s 2007 Next Generation Energy Act, which requires reducing greenhouse gas emissions 80% in Minnesota by 2050. We know that the best way for individuals to reduce their greenhouse gas emissions is to live car-free, and another important way is to drive less or drive electric. Yet, the state reports that vehicle miles travelled (VMT) is increasing in Minnesota. The TPP should address VMT reductions as a means to mitigate climate change and further compliance with the NGEA. Explicit VMT reduction goals would be helpful.</p>	55. Response: Comment acknowledged however given the proximity of existing principal arterial river crossings this will likely not be a principal arterial. No changes made.
56.0 St. Paul	TAC Planning	Climate Change/VMT Reduction		Agree the Transportation sector is now the largest contributor to GHG and that the region needs to focus on how to reduce its contribution and identify the state reduction goals. The Work Program chapter now includes two studies specifically ralted to GHG one involving accelerarrating Electric Vehicle adotpion in teh region and the second a scenario plannign tool for communities. As the region begins the process for the 2050 Plan it is clear taht findign strategies to meet GHG reduction will be a primary focus. This will include a discussion of whether the region should identify a VMT reduction target.
57.0 St. Paul	TAC Planning	Safety	The TPP’s strategies under the goal of “Safety and Security” (p2.7) are insufficient to actually achieve that goal. Improving safety requires more than consideration, monitoring, analyzing, and education. “Best practices” is too vague. Safety needs to be prioritized, particularly for the most vulnerable users.	The Council's Work Program includes two planning efforts related to Safety, the first, a regional Pedestrian Safety Action Plan is underway. The second study "Safety Planning and Priorities in the Region " has recently been added to the plan in response to this comment and others that point out the need to set priorities for Safety related actions and strategies.
58.0 St. Paul	TAC Planning	Access/Congestion	The goal of “Access to Destinations” is the proper framing of congestion issues if we are to avoid congestion relief contributing to sprawl.	Comment acknowledged.
59.0 St. Paul	TAC Planning	Access/Congestion	Strategy D1 should be revised to delete the phrase “manages and eases congestion.” The need to provide reliable access to destinations is covered in the same sentence. Easing congestion must be tied to travel reliability, and not become a priority in itself; otherwise it is just about increasing speeds, which has negative impacts on safety and land use patterns.	Managing congestion is a priority for the region. This can be accomplished through means other than capacity investments.
60.0 St. Paul	TAC Planning	Land Use	In the Land Use and Local Planning chapter, the TPP recognizes that local land use decisions can have a significant impact on travel behavior and environmental quality (p3.12). The TPP should also recognize, conversely, that investments in auto-oriented infrastructure can incentivize sprawling land use patterns that degrade the environment, induce more traffic demand, and make pedestrian movement more difficult. This can be particularly true when we facilitate higher vehicle speeds and/or wider roads, whether in the name of congestion mitigation, economic vitality, or other stated goals. In other words, congestion relief can incentivize inefficient land use.	Agree that Land Use and Transportation interact. The TPP seeks to minimize investments in major highway expansion instead focusing on low cost high benefit spot mobility improvements and MnPASS investments. There is a growing consciousness in the region that lvable streets that facilitate bicycle and pedestrain movement are imporatr safety and livability investments. Oftentimes changes such as reduced speed limits need to be incorporated into the local county and city streets.
61.0 St. Paul	TAC Planning	General	Given the anticipated transportation funding situation over the coming decades, the TPP rightly prioritizes maintaining our existing infrastructure and improving its efficiency for person throughput (through MnPASS lanes, etc.). The TPP should also eliminate “highway strategic capacity enhancements” as a highway investment category in the current revenue scenario (pp5.8, 5.24). Consideration should also be given to eliminating all categories of highway expansion from the current revenue scenario.	The TPP emphasizes a highway investment continuum that begins with management investments (i.e. ITS), low cost spot mobility investment, MnPASS and then Strategic Capacity. There continue to be needed capacity imprpoements that include geometric improvements, converting an intersection to an interchange or other intersection improvements, auxiliary lanes that imprpvoe traffic flow, among others. While this is not the primary focus of our highway investment we need to acknowledge areas of the region taht continue to need some level of capacity investment.
62.0 St. Paul	TAC Planning	Congestion Management Process	Consider eliminating the goals and objectives promoting congestion relief, per se, from the document. Use a more refined approach to congestion that satisfies federal transportation planning requirements while focusing on the true issues related to congestion (e.g. access to destinations).	Congestion relief is not a goal in the TPP, as indicated Access to Destinations is the goal. Under federal law and requirements the region is required to have a Congestion Management Process. Our region fulfills this requirement and seeks to prioritize strategies to manage congestion through means such as land use, multi-modal investments and TDM, among others.
63.0 St. Paul	TAC Planning	Congestion Management Process	Figure 5-1 “Congested Principal Arterials 2013” and Figure 12-2 “2013 Congestion” are emblematic of the confusion between access to destinations and speed. The maps are fully representative of roads with slower speeds. The maps do not represent travel time, do not consider variations in trip distance, and do not weight the impact by person throughput in any given corridor. As shown, such maps imply every commuter needs to move faster, and that destinations are equally distributed – it tells us little about how well people can actually access destinations. Such a map is a disservice to stated goals about improving land use efficiency.	The Congestion Management Process has been developing a preferred measure for analyzing and prioritizing congestion locations within the region. We hope to have new maps and measures to incorporate both into a regional performance dashboard and in the 2050 TPP.
64.0 St. Paul	TAC Planning	Congestion/Performance measures	“Speeds below 45 mph” should not be a measure that informs investment. Remove such references from the TPP.	Dave comment: this is an excellent comment and I totally agree. This is in the Highways chapter and I would consider deleting said map. Your response is good.
				This is the definition of congestion utilized by MnDOT. Recent work through the congestion management process is starting to look at new definitions and measures which will be incorporated either through amendment or into the 2050 plan.

65.0	St. Paul	TAC Planning	Congestion/Performance measures	On p12.14, eliminate TTI's Annual Hours of Delay measure, which unhelpfully measures speed rather than access to destinations. The Reliability Index that follows it is a better indicator of reliable access to destinations.	Unable to find this reference page and text.
66.0	St. Paul	TAC Planning	Congestion/Performance measures	On p12.46, eliminate travel speed as an evaluation measure in the Congestion Management and Safety Plan.	The Congestion Management and Safety Plan (CMSP) is an independent document that informs but is not directly related to the CMP Plan. The inclusion of travel speed as an evaluation measure in the CMSP was a choice made specifically for the goals and desired outcomes of that study.
67.0	St. Paul	TAC Planning	Appendices	Frequency and directness of transit should be prioritized over coverage, in part because such transit allows car shedding and reinforces local land use intensification that best supports regional goals. Consider changes to Appendix G or other parts of the TPP to reflect this direction.	The region is currently embarking on the Transit Service Allocation study which is asking regional policy makers to provide feedback on what values (productivity/ridership or coverage) should guide transit investment decision making. Results will be incorporated as amendments or into the 2050 plan.
68.0	Bill Dermody/St. Pa	TAC Planning	Strategies	Strategy B5 should be updated to address COVID-related safety in public transit, or alternatively an additional strategy should address this. In lieu of active steps to address such safety issues, "choice riders" concerned about diseases transmitted by close contact will be likely to avoid transit.	Strategies will be updated with the 2050 plan revision. At this time we will also more fully know the impacts of the Covid-19 event, which will likely include heightened awareness of social distancing and cleanliness of the transit system.
69.0	Bill Dermody/St. Pa	TAC Planning	Land Use	Strike the words "and balances" from the Complete Streets definition on page 3.9. Other definitions to consider referencing (which also, appropriately, don't use the word "balance") include: <ul style="list-style-type: none"> • Complete Streets are streets designed and operated to enable safe use and support mobility for all users." (US DOT) • Complete Streets are... designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities." (Smart Growth America) • Complete Streets means that our streets are planned to be safe and accessible for pedestrians, transit riders, bicyclists, and drivers--all users, regardless of age or ability." (MN Complete Streets Coalition) 	Pg 3.9 New wording "Complete Streets means that our streets are planned to be safe and accessible for pedestrians, transit riders, bicyclists, and drivers--all users, regardless of age or ability." was incorporated.
70.0	Bill Dermody/St. Pa	TAC Planning	Land Use	Local Comprehensive Plans should not have to repeat regional information contained in the TPP, except as needed to understand the local Comp Plan policies. Suggest rephrasing Item #2 in Table 3-1 on page 3-14 ("Local plan must identify...") to make it optional (i.e. "could identify...") or delete this item. Make similar changes elsewhere, as appropriate.	Pg. 3.14 This section refers to "conformance" of local plans with the regional system plan. In this instance the wording "must" identifies an action the local entities are expected to take in order that analysis of conformity with the regional system can occur.
71.0	Bill Dermody/St. Pa	TAC Planning	Covid-19/Transit	It's hard to encompass every impact of COVID-19 on transportation patterns, but I'd recommend adding increased unemployment to the list on pages 6.5-6.6. Seems appropriate to add if we're going to also mention people who forgo commutes to work from home.	
72.0	Bill Dermody/St. Pa	TAC Planning	Transit	Should Saint Paul's Streetcar Study be added to "Projects with Study Recommendations but Incomplete Funding Plan" on pages 6.2-6.3? An entire network was recommended. Riverview is essentially a modified version of the Phase I recommendation from that study, but other elements of the study are not yet reflected in the TPP. How are the revenue forecasts generated?	St. Paul's streetcar study was more similar to a system study with high level recommendations. Typically locally Preferred Alternatives are added to the plan upon a recommendation from a specific corridor study. Revenue forecasts for gas tax, registration tax and MVST are generated by MnDOT and the Council works with MnDOT to agree upon amount for the metropolitan region.
73.0	Kevin Roggenbuck	TAC Planning	Finance		
74.0	Kevin	TAC Planning	Bike/Ped	Commented on importance of safe routes to school being added in	Comment acknowledged.
75.0	Kevin	TAC Planning	Aviation	Asked for details on this chapter's updates re COVID 19	The Work Program chapter contains a new item related to aviation and the Covid -19 event.
76.0	Kevin	TAC Planning	Equity/EJ	Verified that this will have COVID 19 updates.	Language regarding Covid-19 added to the Equity/EJ chapter.
77.0	Kevin	TAC Planning	Performance Outcomes	Asked about timeline of adoption	Each federal performance measure is on a different timeline for target adoption. Most are four-year targets, although some require annual adoption by the Council. The most current targets will be included in the forthcoming system dashboard.
78.0	Amy's Notes	TAC Planning	Overview	Recognizing Equity impacts of COVID	Changes made in Overview and other chapters recognizing the equity impacts of the Covid event.
79.0	McGuire	Transportation Advisory Board	General	McGuire brought up housing and food insecurity	Comment acknowledged.
80.0	Goettel	Transportation Advisory Board	General	Goettel mentioned the possible restrictions on money	Comment acknowledged. Finance chapter notes when revenue are restricted by purpose
84.0	Apple Valley	Transportation Advisory Board	General	First and foremost, we support the ongoing partnership between the City, Dakota County, Metropolitan Council, and MVTA in the delivery of multi-modal solutions via the Red Line corridor. The Red Line is a multi-agency accomplishment going back to Urban Partnership Agreements in 2007 and requires the solid continued commitment of these agencies now to 2040. The Metropolitan Council edits of Red Line paragraphs in this 2020 Update that have been shared, are a concern. Needs identified in 2007 and affirmed in multiple updates and through multiple levels of governance, should remain limited only by resources, not edits. In fact, a higher level of support is shared for consideration. To summarize: <ul style="list-style-type: none"> • An equity priority exists in Apple Valley with a concentrated low income population near a yet to be served Palomino Station Stop. Whether it advances as a walk-up or future park and ride service, this is an area designated as a 40 percent concentration of poverty. So, within ¼ mile of a future station stop, interviewed families can take up to four hours just to get to work as a Red Line bus travels nearby. The edits remove a more rapid response, redirecting potential capital resources away from a population in need. 	We add Palomino discussion back into future stages. While a study may be funded locally, there is no commitment to a full station investment at this time.

85.0	Apple Valley	Transportation Advisory Board	General	Safe, elevated crossing for pedestrians and bicycles at established 138th and 14 7th station stops does not have a deliberate mention and continues to be a priority. The City has accepted the opportunity to grow households and jobs within a ¼ mile of the station areas. The need has not changed just because of nearby growth. It grows, near term, by the 200 percent growth recognized in regional bike ridership on our established trails since the COVID-19 onset. It is a 9-lane corridor with traffic traveling 40 to 50 mph with an ADT of 40,000 to 50,000 vehicles. We recognize that resources are essential. However, the wait for ridership is a false story for a very unique suburban transit corridor. The timing of capital investment in past years of Red Line corridor design improvements artificially cause rider disincentive at Cedar Grove, addressed in 2017, and the MOA, addressed in 2019. Even the updates at AVTS, the busiest station in Dakota County, suffered construction disruption three times since the Red Line launched in 2013. Each of these has affected driver to rider conversion. A rider today should experience optimal efficiency in capacity, convenience, safety and trip time. That is when drivers make different choices.	We can add a brief mention of this in the future stages discussion, but these projects will generally go directly into the TIP through the Regional Solicitation, not the TPP.
86.0	Apple Valley	Transportation Advisory Board	General	<ul style="list-style-type: none"> There is no specific mention of the Red Line benefitting from more trips needed to address ridership for the same number of people per hour in response to social distancing concerns raised by COVID-19. This is more than an operational issue if ridership is the sole measure and ridership is the measure that redirects capital expenditure away. 	COVID-19 impacts to transit are not directly addressed in this draft. Even when they are, this level of detail specific to a corridor will not be addressed in the TPP and is up to transit providers to address.
87.0	Apple Valley	Transportation Advisory Board	General	Now, more than ever, Red Line planning needs to mention that the MN Zoo needs improved public access to public facilities given 1.35 million annual attendance that benefits from the Red Line. Annual reports to the legislature confirm the economic impact of the zoo in excess of \$10 billion and 165,000 jobs. Further, the MN Zoo served 100,000 "free to explore" economically disadvantaged visitors in 2019. The MN Zoo is the number one environmental educator/recreation supporter for 444,000 students annually. As part of an international bid for the 2027/28 World's Fair, the Red Line and MN Zoo will remain a priority public transportation solution.	We do not address these types of concerns in the TPP. While this is a valid point, there are many destinations that communities would deem valuable and the TPP leaves this up to transit providers to assess.
88.0	Apple Valley	Transportation Advisory Board	General	<p>1. Page 5.37, typo in the last paragraph under 2. Regional Mobility: Spot Mobility - "This application category focuses on at-grade intersection or ... "</p> <p>2. Page 5.56 - cites this forecast: "The region is anticipated to grow by 800,000 people by 2040 ... " An asterisk or footnote should be added when using this statistic to say: "Forecasted in 2014-2015, but will need to be re-evaluated after Covid-19."</p> <p>3. Chapter 6: Transit Investment Direction and Plan</p> <p>a. General comment: There is a problem with the pagination of the chapter. It appears that the full-sized maps maybe reset the page numbers. Comments will include actual page numbers (printed page numbers in parentheses).</p> <p>b. 8 (6.3) Transit Improvements since 2015 - The update did not include the recent improvements to the Apple Valley Transit Station (AVTS). Suggest adding: Construction of two new parking decks was recently completed on the Apple Valley Transit Station at 155th Street and Cedar Avenue. The decks will provide 1,100 park and ride spaces for the METRO Red Line and Minnesota Valley Transit Authority (MVT A) transit services.</p> <p>c. 9 (6.4) - First sentence typo: " ... the high frequency network. Additional expansion of the high frequency network is currently being explored."</p> <p>d. 10 (6.5) - Travel Demand Management, last sentence, third paragraph: " ... The TOM funding in the Regional Solicitation is . . . a variety of non-profits' efforts in addition to governments."</p> <p>e. 27 (6.22) - Modernization. Discusses when improvements to station areas is needed. Suggest adding this bullet:</p> <ul style="list-style-type: none"> Station stop improvements that allow for different boarding platform heights, increased rider safety, and to reduce conflicts with vehicle traffic. 	This is specifically included as a bullet point in the latest version. They must have been reviewing a previous version.
89.0	Apple Valley	Transportation Advisory Board	General	f. 39 (6.11) - Customer Facility Expansion and Modernization, first sentence, please add: "Customer facilities - bus stops, transit centers, transit stations ... - are essential to provide convenient and attractive access to transit service. Bicycle and pedestrian access should include pedestrian skyways and bridges to separate transportation modes and provide safe crossing."	Skyways and bridges are not features that are commonly included or needed for successful transit service. These are unique features in very few applications in the region.
90.0	Apple Valley	Transportation Advisory Board	General	g. 54 (6.14) - First paragraph states that the METRO Red Line is classified as a "Highway BRT" route. Please acknowledge that the Red Line contains highway BRT and arterial BRT characteristics.	Red Line is a highway BRT project. It shares most of the features of Highway BRT. The opening paragraph for this section discusses that projects may demonstrate elements of multiple types of BRT, but the primary mode is associated with each corridor in this section.
91.0	Apple Valley	Transportation Advisory Board	General	P. 64 (6.24) - Fourth paragraph related to METRO Red Line. By deleting this paragraph, the TPP suggests that the 2015 Implementation Plan Phase Two elements have been completed. They have not. Please keep the paragraph, but revise as follows: METRO Red Line (Cedar Avenue Highway Bus Rapid Transit) Stage Two - The first stage of this project opened in mid-2013. An Implementation Plan Update (2015) identified future stages for investment in improvements to the corridor. A number of these investments have been completed including an online, median station at Cedar Grove Station, improvements at the Mall of America Station, and an expansion of the park-and-ride at Apply Valley Transit Station. Stage Two also includes, improvements to bicycle and pedestrian access to the corridor, station-area planning along the corridor and studies for improvements in the northern Dakota County segment of the corridor. Future METRO Red Line stages beyond Stage Two are currently included in the Increased Revenue Scenario.	Will discuss with Joe Morneau. Since there are no regional transit infrastructure elements left in stage two, is would prefer to move this to the future stages section.

92.0	Apple Valley	Transportation Advisory Board	General	is. P 66 (6.26) to 68 (6.28)-When the TAB established the set-aside funding category for Arterial BRT, the TAB's expectation was that the A-BRT funding priorities would be determined based on a planning process called "Network Next." The Metropolitan Council acts as both the regional planning agency that guides regional transportation policy and priorities for distribution of Federal Transportation funding, while at the same time, acts as a transit operator competing for the regional transit funding. The TPP should make clear how Metro Transit funding priorities will be established for this new set-aside category to ensure an open and fair process.	This process is established and agreed upon by TAB in coordination with Met Council MPO staff and Metro Transit staff for the 2020 solicitation only. The TPP is not ready to commit to any process until those groups decide on an agreed upon process for the long term.
93.0	Apple Valley	Transportation Advisory Board	General	j. Page 69 (6.29) - Map of Existing Transitways - Please add the Mall of America Transit Station as a Regional, Multi-Modal transit hub.	I believe we had this at one point but Hennepin County asked us to remove it. Not sure I can use that as an excuse, but this goes back to the CTIB days, so adding Mall of America could raise a question for Hennepin County. I'm okay with the concept of adding it.
94.0	Apple Valley	Transportation Advisory Board	General	Page 71 (6.2) - The first paragraph, second to the last sentence is phrased in a negative fashion, as if the Red Line is never expected to meet the ridership levels necessary to extend the line down into Lakeville. Please modify the language to acknowledge that demand for the extension of the METRO Red Line will occur as Lakeville continues to develop and Apple Valley continues to redevelop. And, consider ridership measures in a suburban-intensive location like Apple Valley may need a ridership measure for a nearly fully developed city with both driver, walker and biker characteristics that is less than 30 minutes to MSP and anywhere in the world.	Made some small tweaks here to be consistent with Red Line IPU language.
95.0	Apple Valley	Transportation Advisory Board	General	4. Chapter 8: Page 8.4 – Please use a gender-neutral term. “There will always be a need for manned trucks to haul” could be replaced with “There will always be a need for trucks operated by humans to haul.” Or “human-operated” or similar. 5. Page 8.4 – E-Commerce and Urban Freight. Further analysis will be needed of this topic post Covid-19 to determine how shopping habits and behaviors are impacted in the short-term and long-term.	Comment acknowledged however, in this instance "manned" is a generic term used to mean powered. Agree there will be much analysis that needs to occur during and post-Covid to realize the short and long-term impacts of the event.
96.0	Minneapolis	TAC Planning	Chapter 14 Work Program	Introduction (P. 14.1) “The studies listed here will be used to gather additional information and perform further analysis to inform future revisions to this policy plan and to the next update of the Regional Development Guide to occur in 2023-2024.” We agree that the purpose of the studies listed in the work program is to inform future revisions to the TPP and Regional Development Guide. In recent practice, however, such studies have resulted in predetermining the projects that will be funded through the regional solicitation process. We encourage the Metropolitan Council to ensure that each study results in sound policy to inform changes to regional solicitation scoring criteria without pre-selecting winners and losers across the Region. Equity Analysis for Transportation (P. 14.9) We agree that racial equity needs to be more fully integrated into the regional transportation planning process, with a focus on outcomes. We encourage the Metropolitan Council to scope the transportation equity analysis in a manner that informs future policy related to all modes. Equity should be addressed in every chapter of the next TPP update, not only in a standalone section. Planning Scenarios for Greenhouse Gas Emissions (P. 14.10) We look forward to making use of the scenario tool Community Development is building to allow communities to plan for mitigating greenhouse gas emissions. We encourage the Metropolitan Council to scale this up to the regional level for use in developing the next Regional Development Guide and Transportation Policy Plan. The region should adopt a greenhouse gas reduction goal, and model what it will take in terms of VMT reduction and multimodal investment to reach that goal.	Pg. 14.1 The regional planning studies are meant to inform regional investments decision making whether through the Regional Solicitation process or MnDOT and Metro Transit selection processes. The exact manner that the study results are used to select projects through the Regional Solicitation is a decision made in consultation with TAB's technical committees and which is reviewed and approved by TAB. Pg 14.9 Agree that the discussion and consideration of Equity should be incorporated throughout the TPP chapters. Council staff will continue to incorporate language on Equity considerations, knowledge and best practices as the document is revised and updated in the future. 14.10 Comment acknowledged. The results of the GHG scenario planning tool will be useful for the region and will be used in the development of the 2050 plan. It is anticipated that scenarios incorporating VMT reduction and/or electric vehicle adoption rates will be primary strategies analyzed and may lead to the adoption of specific regional goals.
97.0	Ramsey County	TAC Planning	Overview	Overview, page 22: pipeline was added to the description of the region's freight system in the first paragraph, but no supporting data or description of the pipeline network in the metro area is provided in the following paragraphs similar to that of the other freight modes. • Overview, page 24: we can provide a much better photo of passenger rail. We have one showing passengers on the Union Depot platform and the Saint Paul sign is visible. • Overview, page 33: revise sentence by SLMaaske above the bullet points so it reads, “Autonomous vehicles, emerging technology and the infrastructure that supports them are could be important investments that further the region's goals and outcomes.” The effects of autonomous vehicles are unknown as demonstrated by the Council's own Work Plan in Chapter 14.	
98.0	Ramsey County	TAC Planning	Chapter 4	Chapter 4, page 4.1: discussion of COVID19 impacts on transportation revenue in the short term should include funding received through the CARES Act to provide a more complete picture. • Chapter 4, page 4.10: delete “pin” at the end of the third paragraph. • Chapter 4, page 4.17: under the second paragraph in Transitway Spending, change Riverview LRT to Riverview Modern Streetcar. • Chapter 4, page 4.18: missing several \$ in table 4-3.	Agree the CARES funding should be recognized as part of the analysis but given the broad language in the plan and that to date the CARES funding is specific to Transit no reference was included at this time. Pg 4.10 could not locate the reference for this comment pg 4.17 Change incorporated pg 4.18 Added \$ signs to subtotals and totals lines

99.0 Ramsey County	TAC Planning	Highway chapter	<p>Chapter 5, page 5.4: "A" Minor Arterials are a creation of the Transportation Advisory Board only for use in the regional solicitation process and are not a functional class of roadway. Suggest replacing this table with categories showing Principal Arterials, Minor Arterials, Collectors and local Roads, and add a column showing how all the functional class percentages compare to the federal guidelines. • Chapter 5, page 5.24: figure 5-7 is hard to understand and the data might be easier to understand as text.</p> <p>• Chapter 5, page 5.37: in the last paragraph, typo "at grad" should be at grade. • Chapter 5, pages 5.37: the text on page 5.37 under 2. Regional Mobility: Spot Mobility states that spot mobility projects in MnDOT's CMSP are low cost/high return on investment projects, but the text does not describe the criteria or methodology used to support the statement. • Chapter 5, page 5.64: under Regional Mobility: Strategic Capacity Enhancements, first paragraph, "freeway system interchanges" appears to be a fourth type of primary project but the text says three. • Chapter 5, page 5.65: paragraph second from the bottom of the page, the statistics do not make a strong case for intersection safety improvements as the majority of crashes did not occur at intersections, nor does the data establish that intersection design contributes to crashes.</p>	<p>Pg 5.4 Comment acknowledges however these figures currently differentiate between A-minors and "other" minors which are included with the collectors and local roads. The mileage would need to be recalculated to include the "other" minors along with the A-minors</p> <p>Pg.5.37 correction made</p> <p>Pg. 5.37 The methodology for prioritizing CMSP projects is contained in the CMSP study report.</p> <p>Pg. 5.64 Change made from three to four</p> <p>Pg 5.65 The text indicates that 47% of fatal and serious crashes occur at intersections - this is almost half of all fatalities, a striking statistic. Intersections are locations which frequently have safety problems and where investments can be focused to improve the conditions, whether geometric or other. In contrast, many fatalities occur due to human error and cannot be reduced through highway investments.</p>
100.0 Ramsey County	TAC Planning	Transit	<p>Chapter 6: page numbering repeats pages 6.2 through 6.6. • Chapter 6, page 6.4: graphic showing transit system ridership should include 2019 data. • Chapter 6, page 6.20: Integration of bus service with the East Metro's future transitways— the Gold Line BRT, Rush Line BRT and the Riverview Modern Streetcar—is a priority for Ramsey County. Carefully integrating bus service with transitways will maximize the mobility improvements that these major investments will bring the East Metro residents and workers. Adjust local bus service to better serve transitways, encourage transfers and provide for more frequent connecting service while eliminating service that is duplicative to transitways.</p>	<p>Numbering corrected. Transit ridership for 2019 is not yet finalized with national database. Council agrees with the importance of connecting transitways with local bus service. This is important to maximize ridership and assure a cost effective investment. Planning for connecting bus routes is done through the project development phase in partnership between the transit provider and local communities.</p>
101.0 Ramsey County	TAC Planning	ADA	<p>Chapter 7, page 7.4: in Accessibility for People with Disabilities, please clarify whether the eligibility requirement for the 2020 solicitation applies only to bike and PED projects or all projects. If it applies to all projects, this information should not be buried in the Bike/Ped chapter. •</p>	<p>The ADA Transition plan requirement applies to all projects applying through the Regional Solicitation process.</p>
102.0 Ramsey County	TAC Planning	Covid-19/Safety	<p>Chapter 13, page 13.6: the COVID19 pandemic seems to have contributed to an increased number of fatal crashes in Minnesota. Could include a paragraph about that under Safety Performance Measures.</p>	<p>Agree that the Covid event is having impacts on the regions transportation safety outcomes, however, the final safety outcomes of the Covid event are as yet unclear as the event is continuing. While initially it appeared that overall crashes were down and fatalities were up, the data has been changing over time. The performance outcomes chapter is meant to track final data and interpret trends. This will be updated with the next adoption of the regional safety performance targets. References to the safety impacts of the Covid event are included in the Overview and Work Program chapters.</p>
103.0 Ramsey County	TAC Planning	Work Program	<p>Chapter 14, page 14.1: Work Program, we realize that the studies included in the work plan are just concepts without a defined work scope, but the descriptions are rather vague and could generate a lot of comments and questions from regional stakeholders. The results of these studies will affect how local governments deliver transportation services to their citizens. Ramsey County recommends that the Met Council include local government and transit agency participation in the scoping and performance of all work program studies that affect transit service and transportation infrastructure owned by local governments. • Chapter 14, page 14.1: second paragraph, the COVID19 outbreak occurred in the United States in January or February of 2020, not spring 2019. • Chapter 14, page 14.2: under Highway Performance Measures and Funding Decisions, please clarify that the focus of this study is MnDOT's trunk highway system and that the performance measures might be used to influence only MnDOT's funding decisions. • Chapter 14, page 14.3: in the Assessment of Regional Congestion Mitigation Philosophy, please describe how much weight the results of the public discussion will have in changing MnDOT's regional highway investment direction compared to the priorities already defined in Minnesota GO.</p> <p>• Chapter 14, page 14.3: the work described under Connected and Autonomous Vehicles seems like a very large effort beyond the Met Council's capabilities. This topic may be better left to the national experts who are already weighing in on the potential effects on travel behavior. The met Council could apply their assumptions to the region, creating different scenarios. • Chapter 14, page 14.11: electric vehicle study, seems like there is an opportunity to learn from the COVID19 event and how the reduction in auto travel has contributed to improved air quality in many metropolitan areas around the world.</p>	<p>14.1 The Council will utilize both policy maker and technical input for the majority of its proposed work items, but particularly for the Covid-19 related items this will be important.</p> <p>14.1 2019 changed to 2020</p> <p>pg 14.2 Highway performance and funding decisions is focused on the MnDOT owned system.</p> <p>pg 14.3 The Assessment of Regional Congestion Mitigation Philosophy is meant to influence how the region, i.e. the Council and its partners approach highway spending within the region. These decisions are made through our cooperative planning processes and are not MnDOT decisions, though MnDOT is a strong and involved partner in the processes.</p> <p>14.3 Comment acknowledged regarding CAV and utilizing others with expertise. This work scope will likely be narrowed significantly as the Council works with MnDOT to determine appropriate scope.</p> <p>14.11 Electric vehicle study will consider the impact of the Covid event on air quality and also vehicle purchasing timing and decisions.</p>
34.2 Minneapolis	TAC Planning	Travel Behavior	<p>P5.33 "This increase in people is estimated to result in a 17% increase in vehicle miles traveled." Also, the "regional mobility investment approach" starting on that page and continuing to 5.34 does not include mode shift (e.g. increasing spending on transit to build out that network) as one of the strategies.</p>	<p>Comment acknowledged - there is not always a direct tie between growth of population and VMT and the region should strive to achieve a reduction in VMT and mode shift. The Covid-19 event will provide much information on the sustainability of reducing VMT through strategies such as telework and increased biking and walking.</p>