

Partner Agency Comments on Draft 2040 TPP (prior to release for public comment)

ID#	Comment	Commenting Entity or where discussion took place	Recommended Response
TAB Issues and Concerns Raised with Consensus			
1	Part I of the plan is generally too long and does not provide a good summary of the key content at the opening. (Council staff agreed, confirmed the Policymaker Task Force gave the same direction, indicated that Part I is being refined, and reported that staff hope to be able to provide revised text to the full TAB prior to its review.)	TAB/TAC/TAC-Planning	Part I has been revised to incorporate a summary with the introduction to the plan and also to shorten and edit the full Part I. The Tables summarizing the highway and transit investment factors and also indicating the relationship to the Thrive outcomes have been eliminated. The length has been reduced by approximately 10 pages.
2	In Part I, the vision for the regional highway system needs to be more clearly articulated.	TAB/TAC/TAC-Planning	Text has been added in the introduction to Part I to more clearly articulate the components of the highway Increased Revenue scenario, including a focus on mobility projects such as MnPASS and other strategic capacity projects.
3	Part I should provide a more prominent message on the need for increased transportation funding.	TAB/TAC/TAC-Planning	A clear statement has been added to Part I as follows: "The bottom line: the region will not realize the transportation vision identified in Thrive MSP 2040 within currently identified resources."
4	In Part I, B Transportation Challenges and Opportunities, the committee appreciated the discussion on the potential effects of technology but thought it needed a more positive and proactive tone better conveying the potential benefits of technology.	TAB/TAC/TAC-Planning	The "Disruptive Effects of Technology" issue has been eliminated and text added to the TBI discussion in Part I to discuss how new technologies such as vehicles with driver assistance technology, mobile applications, and social networking can have significant impacts on how and where people travel.
5	Part II, B Transportation Policy Plan Strategies should acknowledge the various positive actions that local partners are already taking, such as local work on 'complete streets'. These could be included in 'call out' boxes in the final document (not the public comment version.)	TAB/TAC/TAC-Planning	The introduction to the Strategies chapter discusses how many local entities are already actively and positively implementing the identified strategies. During production of the TPP staff will seek to use side-bars or call out boxes within the strategies chapter to emphasize work of local governments, including specific examples.

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6	Part II, B Transportation Policy Plan Strategy, Section E -- The MPCA provided detailed written comments regarding air quality and consistency with state requirements and these technical comments should be addressed in the revised document.	TAB/TAC/TAC-Planning	Specific responses to the MPCA comments have been included in the strategies section. See TAC-Planning additional comments responses for specific changes.
7	Part II, C Land Use and Local Planning, the committee asked whether the forecasts identified in Thrive MSP 2040 would happen on their own or if they have been shaped by the investment of public dollars (highway, transit, sewers, parks) that encourages development. Some language should be included concerning this interaction. (Page 68)	TAB/TAC/TAC-Planning	Added references on how transportation influenced the forecasts, how the forecasts will be updated to reflect changes in trends or investment patterns, and reference to Thrive MSP 2040 for more detail.
8	It was suggested that a statement be added on how communities and counties might need help in reaching the density targets recommended for station area planning in Table 4 of the Land Use chapter.	TAB/TAC/TAC-Planning	Added reference to Council TOD programs in introduction to Table 4. Added many references to partnerships between local governments and the Council in implementing the combined vision of transit and land use.
9	Part II, D Transportation Finance (page 93), it should be corrected that non-freeway principal arterials continue to be eligible for funding through the Regional Solicitation.	TAB/TAC/TAC-Planning	Agree, this language will be removed.
10	Part II, D Transportation Finance needs to recognize the significant funding needs of the Local Transportation System. A specific number does not need to be included in the Increased Revenue scenario.	TAB/TAC/TAC-Planning	A new paragraph has been added to the Finance chapter recognizing that the local transportation system has significant funding needs for the local road and bicycle transportation systems and an increased funding package should also consider and fund the local transportation system needs.
11	Part II, D Transportation Finance should recognize that when development occurs, the developers often contribute revenues to the improvement of the local transportation system.	TAB/TAC/TAC-Planning	A reference to contributions from developers has been added and included in the Finance chapter under the local property tax and other local assessments revenues description.

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12	Part II, E Highway Investment Direction and Plan, Table 14, Regional Mobility Investments (Investment categories 6 through 10) potential funding should be reported using ranges rather than specific numbers to manage expectations and clearly demonstrate the uncertainty of the funding levels.	TAB/TAC/TAC-Planning	Comment acknowledged. Change will be made to 2040 TPP after project lists and estimates are finalized following public review and comment.
13	Part II, E Highway Investment Direction and Plan needs to more clearly articulate that safety and security will be part of every highway investment.	TAB/TAC/TAC-Planning	Comment acknowledged. The title for highway investments was revised to read, "Specific Highway Safety Investments" throughout the document and the text for the investment category description was modified to read, "Highway safety is a priority for the region <u>and is being pursued through all types of highway investments.</u> " This supplements Highway Investment Direction & Plan Table 9 with identifies Safety and Security and Preservation and Maintenance investments as, "These investments are requirements, not prioritization factors, for all regional highway investments. These types of investments advance all goals and objectives in the Transportation Policy Plan."
14	Part II, E Highway Investment Direction and Plan discusses expressway corridors studies underway. Better linkage/reference to the TPP work program "expressway to freeway study" that will prioritize the intersection conversion needs determined for these and other expressway corridors metro wide.	TAB/TAC/TAC-Planning	No change recommended. Part II - Highway Investment Direction & Plan "Strategic Capacity Investments" and "Regional Highway Access Investments" currently reads: "As a work program item for the future update of the 2040 Transportation Policy Plan, the Metropolitan Council and MnDOT will work with regional highway partners to analyze all intersections on the non-freeway principal arterial system within the urban service area to identify and prioritize specific intersection conversion projects [LINK to Work Program]."
15	Part II, E Highway Investment Direction and Plan – provide clear cross references between the investment plans and performance outcomes in Part III.	TAB/TAC/TAC-Planning	The "Highway Investment Summary" section was revised to state, "Performance outcomes based on these investments are summarized in Part III – System Performance Measurement and Monitoring [LINK to section III-A]."

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16	Part II, F Transit Investment Direction, the committee made and unanimously approved a motion to include a reference to the proposed Nicollet-Central Line as part of the current revenue scenario to recognize the value capture authority received by the city of Minneapolis and its potential to provide a source of funding to accelerate the project if additional competitive funding is received.	TAB/TAC/TAC-Planning	A paragraph on modern streetcar acceleration will be added to recognize the opportunities that exist, including value capture for Nicollet-Central. Additional edits to modern streetcar will be made to reference the work program item on Streetcar Policy and remove detailed text on the policy questions that will be covered by the study.
17	Part II, G Bicycle and Pedestrian Investment Direction needs to recognize that bicycle transportation facilities and bicycle recreational facilities are overlapping and not mutually exclusive.	TAB/TAC/TAC-Planning	Added wording to acknowledge the overlap of regional bicycle recreation and bicycle transportation networks.
18	Part II, G Bicycle and Pedestrian Investment Direction should recognize that there is a need for increased regional and MnDOT funding, and cost participation support, beyond the local funding contribution.	TAB/TAC/TAC-Planning	The plan acknowledges that additional resources are needed to implement the regional bicycle network. The following sentence will be added to emphasize that this funding should come from all levels: "There is an existing and growing need for increased funding at the federal, state, and regional levels to offset the increasing demand on local funding sources for maintaining and expanding the regional bicycle system."
19	Part III the Federal Requirements section should include an introductory section explaining the purpose of the various elements included in this section.	TAB/TAC/TAC-Planning	This has been added and will be reflected in the public comment draft of the document.
20	It was recommended the Work Program be moved out of Part III into the end of Part II following the investment chapters.	TAB/TAC/TAC-Planning	This has been added and will be reflected in the public comment draft of the document.

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TAB/TAC Process Comment			
21	<p>TAB discussed the process undertaken to review the Draft 2040 TPP and requested that the Council delay the release of the document for public review and comment to allow for additional review by TAB and TAC. In addition the TAC Planning comments included similar comments indicating a discomfort with the closeness of the TPP comment recommendation with the Thrive adoption and also the difficulty in reviewing a document with such lengthy content. However, TAC Planning also recognized that their members have been participating in the PAWG throughout the past year and that the membership of the PAWG expanded the representation for the process.</p>	<p>TAB/TAC/TAC-Planning and Washington Co. Board</p>	<p>In order to accommodate revisions being made in response to comments by CTIB and Washington Co. , the release of the Draft 2040 TPP was delayed by approximately three weeks from July 23rd extended to August 13th. Staff will provide a response to the TAB consensus comments at the July meeting and will continue to be available for additional presentations on the draft for public review in August and September.</p> <p>Council staff acknowledges the time period between adoption of Thrive and the TAC Planning recommendation on the draft 2040 TPP was very tight. However, all of the TAC Planning members participated in the PAWG which has been meeting for over one year and all sections of the draft TPP were brought before the PAWG for their review. The Thrive staff also presented on the content and direction of Thrive on a number of occasions. Monthly presentations on the TPP document were brought before TAB since January. The full document was released to the TAB on May 9th allowing for over 5 weeks of review by TAB. Council staff indicated that historically TAB has continued to review the document during the public comment period with the option of submitting additional consensus comments from TAB.</p>

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CTIB and Washington Co. Board Comments			
22	The transitway expansion maps in Figure 25 and 26 state they include potential CTIB transitways. However, the Council changed the CTIB map for the purposes of the TPP. The Anoka County North Central Transitway was removed and the Rush Line, Highway 36, and Robert Street Transitways were cut short. The full CTIB map should be included.	CTIB and Washington Co. Board	Both the Current Revenue Scenario and Increased Revenue Scenario maps have been revised to show the CTIB corridors at the requested lengths and also to add the North Central corridor. The Gateway corridor is shown as a solid brown line to indicate it has an identified LPA.
23	Expansion transitways under the current revenue scenario is limited to corridors with a local preferred alternative, but also includes ABRT corridors, applying a different standard. There are not operating funds identified for ABRT, again, applying a different standard than that applied to transitway expansion.	CTIB	Arterial BRT projects are considered to have a locally preferred alternative with mode and alignment defined. Capital investments will create operating efficiencies that allow for different service plan but modest additional revenues may be needed, depending on the corridor. Operating funds will be identified during project development.
24	Transitway expansion maps lack regional balance. Plan indicates there will not be available funding for corridors outside of Hennepin County until 2025. This will have a chilling effect on transitway development.	CTIB and Washington Co. Board	The Transit Investment Plan includes a vision for expansion in the Increased Revenue Scenario and discussion about interim solutions for acceleration. The Current Revenue Scenario reflects defined corridors for transitways and now includes a contingent LPA for the Gateway corridor. Additional corridors will be amended in as LPA recommendations come forward. The Increased Revenue Scenario is regionally balanced.

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25	The ultimate determination of whether projects advance to funding should rely on local project prioritization that is driven by the priorities of the funding partners. The counties, CTIB and the FTA are the major investors in these projects.	CTIB	Agreed that prioritization should be driven by funding partners. Shared funding sources require prioritization. The Council is a funding partner through state and federal sources and the FTA looks to MPOs to coordinate regional priorities for federal funding and coordinate public input on these priorities. Priority setting may be less applicable to projects that are primarily locally funded. Text will be added to clarify that prioritization will not be used to find that CTIB projects inconsistent with the plan. CTIB projects are included on the Transitway maps and therefore are consistent with the TPP.
26	There is no comparable level of suggested prioritization criteria for bus and support system efforts, creating disparity in the treatment of transitways vs. the bus system in the TPP.	CTIB and Washington Co. Board	The Bus and Support System includes a table for prioritizing service improvements through the Regional Service Improvement Plan (table 16). The bus system is also guided by the Transit Market Areas and the extensive Design and Performance Standards described in Appendix G. The Park-and-Ride Plan includes additional criteria documented separately and the work program includes an item to better document investment priorities in bus stop amenities.
27	The council's proposed approach to prioritizing transitways implies that a slate of projects will be presented to Council at a single moment for comparison and prioritization when in reality projects advance singularly and independently after crossing rigorous federally prescribed milestones. this makes a complete prioritization of projects at any given time with the purpose of eliminating projects for further advancement not practical nor technically feasible.	CTIB	Setting priorities provides a framework for determining the status, potential funding sources, and timing of projects in the plan. A case-by-case approach is described after table 19 of the Transit Investment Plan.

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28	It is unclear how a single set of measures could be used to evaluate transitways across modes as each mode has unique factors that emphasize certain measures over others based on local need and context sensitive design.	CTIB	The approach in the TPP is similar to the FTA approach to evaluating projects and will balance costs and benefits. The measures provide context for regionally significant projects that are guided by the performance-based approach to planning, a new emphasis of the federal DOT. Local context will still be emphasized but balanced with regional considerations.
29	The council should remove the transitway prioritization measures from the draft TPP and continue to work collaboratively through existing local, regional and federal processes that have effectively prioritize transitway projects for project development for the last several years. Adding another layer of prioritization beyond local, CTIB, and Federal processes is duplicative and confusing to agencies, businesses, and residents and wastes time and resources. Proposed transitway prioritization measures are not transparent. There are 19 primary measures and 9 secondary measures, which are not weighted or ranked in the draft. It is premature to include these measures in the TPP.	CTIB and Washington Co. Board	The Council is committed to providing a more transparent process for regional decision-making around projects that represent a major investment in the region transit system. The Council is also responding to a request by the State Legislative Auditor that the Council "should coordinate with stakeholders to establish regional transit priorities and prioritize potential transitways for future development based on data and the needs of the region." The Council is committed to involving partners from all levels of stakeholders in the work program to better define priorities. The framework being established in the 2040 TPP is a valuable step in moving this process forward and implementing the TPP's performance-based planning principles.
30	Strongly support the inclusion of regional balance as a highway investment prioritization criteria.	Washington Co. Board	Comment acknowledged.
31	Modify Appendix E to allow for signalized interchange spacing that is at less than one-mile without seeking an exemption.	Washington Co. Board	No change recommended. These are long-standing and accepted guidelines and they are not applied as "hard and fast" engineering standards; they are planning-level criteria to be used to identify proposals that require additional conversation with the proposing agency.

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32	Identify the Hadley Ave. and Highway 36 as a spot mobility improvement investment.	Washington Co. Board	Comment acknowledged. No change. Part II- Highway Investment Direction & Plan, "Non-Freeway Conversion Status Updates" identifies TH 36 as a potential future freeway and states, "Ramsey and Washington counties are working with MnDOT and Metropolitan Council to develop interchange designs that convert TH 36 to a freeway. The improvements being identified through these efforts are not included in the current or increased revenue scenarios and should be prioritized for funding through the Metropolitan Council Intersection Conversion Study."
33	Continue to allow all principal arterial to remain eligible for federal funding through the regional solicitation.	Washington Co. Board	Under the proposed regional solicitation revision, freeway principal arterials remain ineligible to apply for regional solicitation funding. Non-freeway PAs are eligible and the incorrect statement in the Finance chapter has been removed.
34	Remove the I-94 corridor as a Tier III MnPASS corridor due to the results of past studies and analysis.	Washington Co. Board	Text will be added to the Highway chapter, MnPASS Vision section, to indicate that the future I-94 MnPASS lane will be removed from the Vision if it becomes apparent that the anticipated design of the Gateway Corridor LPA will preclude a future MnPASS lane. The public review and comment process for the Gateway LPA must make the elimination of this future highway capacity option transparent and known to the public.

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35	The Gateway corridor LPA designation should be included in the final draft of the TPP approved by the Council to avoid the need to go through a lengthy TPP amendment process.	Washington Co. Board	A Gateway LPA will be included in the Draft 2040 TPP and shown within the current revenue scenario provided the Gateway Corridor Commission votes and identifies an LPA in July, and that CTIB votes in July on its Program of Projects, identifying the Gateway Corridor as a phase I project. The Commission must also continue the full LPA public comment and review process including obtaining resolutions of support for the LPA from the cities and counties, completing an LPA report and seeking to minimize impacts on the I-94 right of way. If the project has not achieved these objectives by the end of the TPP public comment, the contingent LPA will be removed from the final version of the plan and the LPA will be amended into the plan when appropriate.
36	The Draft TPP should be revised to make a distinction between Small Starts type BRT projects and New Starts BRT projects.	Washington Co. Board	A clarification will be added to state that Highway and Arterial BRT projects can be built in phases and shorter sections may qualify for Small Starts funding.
37	Revise the plan to focus beyond bicycle commuting trips to trips including recreation.	Washington Co. Board	Comment acknowledged. Added wording to acknowledge that recreational bicycling provides local economic benefits around the metro, especially in suburban and rural areas. Also noted that recreational cycling by young families is growing with a corresponding need for protected or off-road facilities.
38	Revise the RTBN to add Brown's Creek State Trail and Central Greenway Regional Trail and elevate the rail corridor from St. Paul to North Branch as a Tier I alignment.	Washington Co. Board	Added Brown's Creek State Trail in Washington County to Figures 26 & 27.
39	Remove the entire list of bicycle facility types especially recommendations for specific engineering and signing treatments.	Washington Co. Board	There are no design standards described anywhere in the draft Plan. A range of bicycle facility treatment types is described in the bicycle investment direction section as suggested treatments for the proposed Reg Bicycle Trans Network. Changed "acceptable" to "suggested" treatments to clarify the intent.

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New	CTIB requested that its Program of Projects be recognized on the current revenue scenario map.	CTIB	The current revenue scenario map has been revised to show the Gateway Corridor LPA and to include CTIB's Phase I Program of Projects corridors (Robert St. and Riverview) and also the remaining CTIB corridors under study. Text has been added to recognize that CTIB has funding which will be used to accelerate the Phase I corridors when an LPA has been determined.

Select Metropolitan Council Member Feedback

40	Substantive comments on Part I of the plan and the need to provide a summary of the key messages and investments at the opening of Part I, use plain language and shorten Part I.	Met Council members	Part I has been shortened and revised and the opening pages significantly rewritten to highlight the key messages and vision of the plan. The revised version was provided at the Council's committee of the whole meeting on June 4th and also released to the TAB for its review.
41	Better reflect catalyze development language and strengthen language relating to land use expectations around transit investments	Met Council members	Various edits were made to Land Use and Local Planning and Transit Investment Plan to better reflect Council members concerns. The proposed edits were provided at the CoW on June 4th.
42	The plan needs to better reflect mixed use development expectations around transitway stations and specifically identify uses and design features that should be prohibited.	Council member Elkins	Staff has developed draft language for review by Council members. Staff is continuing to seek Council member feedback and guidance on the proposed language.

Non-Consensus and Staff Comments

The comments shown below were provided at meetings of TAC-Planning or through written comments submitted by agency staff. They do not necessarily represent comments on which there was consensus. However, they do represent concerns of these specific entities, many of which will be addressed through proposed revisions to the draft 2040 TPP as shown.

Issues and Concerns Raised without Consensus or Conclusion

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43	Page 4 -- the equity outcome should be modified or clarified	TAC-Planning	This comment was made at the first TAC-Planning meeting. There seemed to be some concern over a lack of understanding on how the Thrive equity outcome would be implemented. Staff indicated that the TPP does have equity as an investment factor that should be considered and that the TPP work plan also calls for an Equity Analysis for Transportation. This work will be integrated with Thrive staff work on implementing the equity outcome.
44	Pages 21 & 23 -- The committee discussed the Thrive MSP 2040 community designations. Some committee members voiced concern over the designations assigned to local communities and how the designations would be used.	TAC/TAC-Planning	Community designations originate in Thrive MSP 2040 and are referred to in the TPP. Thrive staff responded at the TAC meeting that the community designations are not intended to be used in investment prioritization.
45	Part II, F Transit Investment Direction and Plan – There was discussion but no agreement on whether or not arterial BRT should be considered as a ‘Transitway’.	TAC-Planning	The Council is not recommending a change to transitway definitions. Arterial BRT projects have defined improvements through the Regional Transitway Guidelines, which were established through a regional partnership of transit providers, counties, cities, and MnDOT. The FTA also allows for non-dedicated guideways projects through New and Small Starts programs through the corridor-based BRT approach.
46	Part II, F Transit Investment Direction and Plan – The committee received a handout of comments submitted previously from CTIB among which was included a request to remove the proposed transitway prioritization work. However, it was noted that given limited funding,	TAC-Planning	The Council is committed to providing a more transparent process for regional decision-making around projects that represent a major investment in the region transit system. The Council is also responding to a request by the State Legislative Auditor that the Council "should coordinate with stakeholders
47	Some committee members questioned if Equity & Environmental Justice should be included in the Federal Requirements section since equity is not a federal requirement, it is a regional outcome identified through Thrive MSP 2040.	TAB/TAC-Planning	Comment acknowledged. Equity chapter is consistent with current FTA guidance on environmental justice and Title VI and identifies sources of requirements. Intent of plan is to acknowledge requirements and treat environmental justice and equity in a unified manner.

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TAC-Planning Additional Comments			
48	Part I Figure 1-1 showing the community designations needs a legend added to describe the designations. It would also be helpful to have interactive capability.	TAC-Planning	Legend has been added to the map. Production team will seek to include interactive capability on the TPP maps.
49	Part II, clarify throughout the plan when the use of the term 'the Council' refers to the Council in its MPO role including the Transportation Advisory Board and all of its advisory committees.	TAC-Planning	"The Council" is used throughout the TPP to describe the various activities of the Metropolitan Council, including in its capacity as the MPO. No change recommended.
50	Part II, B Transportation Policy Plan Strategies, the phrase 'State of Good' repair should be mentioned in regard to transit.	TAC-Planning	Sentence added to B3 to address this.
51	Strategy A1 should be re-worded from "...will place the highest priority..." to "...will place a high priority..."	TAC-Planning	A major emphasis of the plan is that the existing system must be strategically operated, maintained and preserved. State of good repair and asset management is also a strong emphasis within the federal law MAP-21. As such it should be recognized as the "highest" priority. No change recommended.
52	Part II, B Transportation Policy Plan Strategies B1 and F13 – supporting text should refer to security at transit facilities and on buses	TAC-Planning	Strategy B5 addresses this concern. Strategy F13 addresses land use issues.
53	Part II, B Transportation Policy Plan Strategies B4 relating to supporting the Towards Zero Deaths initiative – add a supportive local action, for example people riding on transit experience fewer traffic fatalities.	TAC-Planning	This strategy as written includes the local action in the strategy as written: "Regional transportation partners will support the state's vision of moving toward zero traffic fatalities and serious injuries, which includes supporting educational and enforcement programs to increase awareness of regional safety issues, shared responsibility, and safe behavior." No change recommended.
54	Part II, B Transportation Policy Plan Strategy D1 – relating to identifying unmet funding needs and seeking additional transportation funding - add local supporting actions.	TAC-Planning	A supportive local action has been added as follows: "Identify funding needs on the local transportation system and local priorities for funding on the regional transportation system."

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55	A comment was made to delete the second bullet under 'Supportive local actions' on page 34.	TAC-Planning	This guidance has been in the TPP for several decades due to federal regulation. Coordinating with local land use on this issue is an important piece of safety in land use planning.
56	The second sentence under C1 (page 37) should reference the 'MPO' rather than the 'Council'.	TAC-Planning	"The Council" is used throughout the TPP to describe the various activities of the Metropolitan Council, including its capacity as the MPO.
57	In paragraph 2 (page 38) a change in wording was discussed. Instead of 'most highways', perhaps it should read 'on highways where it is most feasible or where reasonable'.	TAC-Planning	No change recommended.
58	On page 46, section C11, eliminate the reference to 'when resources allow' to reflect a more positive tone.	TAC-Planning	Wording removed.
59	On page 78, there was some discussion on the placement of Arterial BRT in Table 4 and that it should be moved to clearly be included in the transitway section.	TAC-Planning	Change incorporated.
60	In the Land Use chapter references to bicycles as well as pedestrians should be included in the section headings as bicycle references are currently only found in the text.	TAC-Planning	Change incorporated.
61	On page 95 there is a reference to \$100 million in federal funding; a question was raised as to on what it was based and indicated that it should be described somewhere as background material.	TAC-Planning	The Council will revise the Transitway financial estimates based upon conversations with CTIB.
62	The Spot Mobility Improvement figure and related text on page 118 should include a reference to the source of the identified projects.	TAC-Planning	Reference to CMSP III (2013) clarified in text and figure title.
63	In the Bicycle and Pedestrian chapter it was asked that the Brown's Creek Trail be added to Figure 26 on page 202.	TAC-Planning	Added Brown's Creek State Trail in Washington County to Figures 26 & 27.
64	Under the Work Program the MnPASS System Plan study should note inclusion of involvement from local communities.	TAC-Planning	The first two sentences have been combined to make this relationship more clear.

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65	The streetcar policy work noted in the Transit chapter should be incorporated into the Work Program with a description of the proposed work.	TAC-Planning	Change incorporated.
66	The Work Program should include mention of the sources and limited availability of funding for the proposed work.	TAC-Planning	The currently proposed projects do not have a work scope and budget so it is difficult to know the associated total cost of the program. The Council's portion of the work program will be funded using federal Unified Planning Work Program (UPWP) funds. A reference to this source will be added.
67	Include a reference to the Minnesota river system as well as the Mississippi river system on page 74 under Freight Related Studies.	TAC-Planning	Reference will be added.
68	A number of the counties submitted detailed comments that the staff should consider incorporating. Council staff indicated these changes would largely be included. In the draft for public comment.	TAC-Planning	Staff is reviewing these comments and making revisions as appropriate. This includes written staff comments from Hennepin and Washington county staff, city of St. Paul staff,

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Other Agency/Local Government Comments			
69	The Council should postpone adoption of the draft TPP for public comment until Thrive MSP 2040 has been fully developed and adopted and until regional stakeholders have had more time to respond to it and provide meaningful comments to accompany it through the TAC/TAB/MC committee process.	Ramsey County Regional Railroad Authority (RCRRA)	The TPP recommendation from TAC Planning was moved from May 22nd to a meeting on May 29th after the adoption of Thrive. In addition Council staff worked closely with Thrive staff throughout the preparation of the draft document. The documents have been well integrated and Thrive staff have been present at multiple meetings of the TPP Partner Agency Work Group to provide information and answer questions.
70	Transitways should be defined as a permanent and significant investment in a dedicated guideway largely aimed at the scale of New Starts and Small Starts eligible projects, not merely a high volume bus route with undefined improvements.	RCRRA	The Council is not recommending a change to transitway definitions. Arterial BRT projects have defined improvements through the Regional Transitway Guidelines, which were established through a regional partnership of transit providers, counties, cities, and MnDOT. The FTA also allows for non-dedicated guideways projects through New and Small Starts programs through the corridor-based BRT approach.
71	The draft 2040 TPP should only reflect the Tier I managed lanes identified through the Phase 2 MnPASS study (2010) and be amended to include future Tier I managed lanes chosen through the Congestion management process and/or a Phase 3 managed lane study conducted by MnDOT.	RCRRA	No change. MnDOT's MnPASS 2 and Metropolitan Council's Metropolitan Highway System Investment Study (MHSIS), both completed in 2010, were the initial basis for the TPP MnPASS System vision. This information was supplemented by other factors and information in the final identification of the MnPASS system vision in the 2030 TPP (adopted November 2010). The map in the TPP is the MnPASS system vision. Not showing Tier 2 and 3 corridors dramatically reduces the MnPASS system vision and introduces risk that funding and highway right-of-way needs will be overlooked in these corridors, compromising MnDOT's ability to compete for and build highway capacity improvements in the corridors.

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72	Revised Strategy E1 speaking to regional partners' role in reducing greenhouse gas and air pollutant emissions misstated some part of 2007's Next Generation Energy Act.	MPCA	E1 will be revised to include 2015 state goals.
73	Under Revised Strategy E1, Council should list some bolder reduction strategies for achieving the Next Generation Energy Act goals.	MPCA	This comment will be addressed through the Work Plan task "Greenhouse Gas Emission Reduction Strategies"
74	The Council should expand the write up of Strategies E1, E2, and E4 to include the State's current status with respect to pollutants beyond CO (ozone, PM2.5, NO2, mobile sources).	MPCA	Discussion of air quality in part 3 will be expanded to include discussion of attainment status of other pollutants
75	It should be noted that nearly all areas of MN are in compliance with federal ambient air quality standards. If the EPA strengthens these standards, MN is at risk of being out of compliance with federal standards for ozone and PM2.5. Council should address collaboration with partner agencies to reduce emissions from transportation sources.	MPCA	Discussion of air quality in part 3 will be expanded to include discussion of attainment status of other pollutants. Discussion of E1 will include discussion of collaboration.
76	Strategies E4 and E5 should provide more discussion about natural resource management and protection. Sustainability indicators should be included in transportation investments.	MPCA	Mention of natural resource protection and air quality will be added to strategy E4 and E5. Comments on indicators will be addressed in the Work Plan task "Performance Measures Identification and Refinement for Planning and Programming" and carried forward to the task "Data Collection to Support Performance Based Planning and Programming"
77	Strategy E7 should be strengthened in way that it addresses the health impacts of transportation investments in communities of color and low income areas.	MPCA	No change recommended. Health impacts are included under "adverse impacts of transportation projects"

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78	Two performance measures should be added under Health and Environment. One should be linked to total emissions. The other should relate to VMT reduction.	MPCA	Comments on indicators will be addressed in the Work Plan task "Performance Measures Identification and Refinement for Planning and Programming" and carried forward to the task "Data Collection to Support Performance Based Planning and Programming"
79	Arterial BRT is listed as a transitway mode in the TIP, and the planned ABRT routes are listed under "transitway investments." However, in this chapter, Arterial BRT is not categorized with the other transitway modes in Table 4 of the Land Use and Local Planning chapter. The use of the label "transitway" should be consistent throughout the document, so the row on Arterial BRT should be moved into the transitways section.	City of Saint Paul	Change incorporated.
80	On page 81-83 of Part II, there are a series of subheadings under "More on Local Government Land Use Planning Coordinated with Regional Transit Investments." None of these subheadings address bicycle infrastructure and planning, which should be included in local planning efforts around regional transit investments. Two sections, with the	City of Saint Paul	Change incorporated.
81	The tone of the plan overall (and especially in Part I) seems to reflect a passive notion of the role that transportation can play in the overall vibrancy and competitiveness of our region. Encourage the consideration of language that lays out key areas of opportunity to thrive and develop, then show challenges.	Hennepin County Public Works	Part I has been revised and a new introductory section added to emphasize the vision for the region.

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82	VMT discussion on Page 7 seems to promote the idea that trends prior to the recession will continue after. Language needs to be more nuanced	Hennepin County Public Works	This section is meant to emphasize that the trends present during the 2008 recession should not be considered as an indicator of the future. The changes in travel demonstrated within the TBI were reflected prior to the 2008 recession.
83	Page 7 - use of the word stewardship here seems to describe the current system and the guiding of future investment in the system. In Part II, stewardship seems to describe focusing only on a state of good repair for the current system. Stewardship is more meaningful if it includes the idea that policy can shape future development.	Hennepin County Public Works	The use of the term Stewardship within Thrive refers to an outcome for the region. This outcome is described in Part I of the plan. This is a broader use of the term than is used in the specific transportation system goal where "stewardship of the transportation system" refers to prioritizing preservation and maintenance and the state of good repair for the existing system.
84	Page 11 - Move challenge #5 up to slot #2. (Refers to moving up the Economic Competitiveness challenge)	Hennepin County Public Works	Agree, this challenge is now listed second.
85	Page 13 - Providing examples of what impact the bulleted strategies might have in terms of environmental well-being. Disagree with language stating that MN must wait for federal regulation, are there ways to act on our own?	Hennepin County Public Works	Comments on indicators will be addressed in the Work Plan task "Performance Measures Identification and Refinement for Planning and Programming" and carried forward to the task "Data Collection to Support Performance Based Planning and Programming". States (other than California) are federally prohibited from establishing independent vehicle emissions standards. The region also lacks that authority.
86	Page 15 - Challenge/Opportunity 8 - We believe that promoting regional balance may not be the most strategic approach. Instead, decisions should be made based on market demand and regional development.	Hennepin County Public Works	The region's approach to setting investment priorities will include technical- and policy-based discussions, of which regional balance is one potential policy consideration. Regional balance of investments was identified as an investment prioritization factor through the December 2013 TPP Policymaker Workshop and confirmed through follow up focus group meetings with the general public.

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87	Page 16 - The use of the word "disruption" seems off. Looking for something with a more positive connotation.	Hennepin County Public Works	The disruptive effects of technology issue has be removed from Part I.
88	Page 17 - Travel in the Region: As it relates to current mode share, in what ways can we push the needle to shift people away from driving?	Hennepin County Public Works	Comment acknowledged. A major focus of this plan is offering choice and promoting alternative modes of travel within the region.
89	Page 18 - Technology and Travel - should driverless car technology be noted in challenge/opportunity 9?	Hennepin County Public Works	In Part I, the disruptive technology issue/challenge has been eliminated and the discussion of potential technology impacts shifted to the discussion of regional travel and future patterns and impact.
90	Part II - General - generic tone fails to acknowledge the planning and implementation actions already occurring with regional partners. This could lead the reader to believe that no efforts are already underway in the Metro. Reference Met Council Comp Plan process.	Hennepin County Public Works	Comment acknowledged. Design of the document will seek to provide call-out boxes and sidebars with examples of local efforts currently occurring.
91	Concerns about will vs. should. Best decisions are made by local agencies who must deal with trade-offs.	Hennepin County Public Works	"Will" statements are positive actions that support the work of the Council and its partners in developing and implementing an effective regional transportation system. "Should" statements are recommendations directed primarily to local governments regarding their own investment and land use decisions. These strategies are provided as best practices or suggestions to guide local planning priorities and considerations.

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92	Page 31 - Transportation System Stewardship - Concerns about placing "highest" priority on safety investments. Perhaps "place a high priority" instead?	Hennepin County Public Works	A major emphasis of the plan is that the existing system must be strategically operated, maintained and preserved. State of good repair and asset management is also a strong emphasis within the federal law MAP-21. As such it should be recognized as the "highest" priority. No change recommended.
93	Access to Destinations - (Reference to Strategy C2) This is a new philosophy that conflicts with current (Hennepin County) practice of integration into minor arterials being considered first, then the local street system if options are not available on minor arterial. there is a conflict between recommendation for bicycle facilities along minor arterials with no effective parallel routes and current practices - minor arterial then local streets if minor arterial is infeasible.	Hennepin County Public Works	No change recommended. The proposed text is a clarification of established regional policy to protect the safety, function, and capacity of minor arterials. The proposed regional policy incorporates bicycle facilities on segments of minor arterials where no nearby parallel facilities exist (e.g. over a major barrier like a river, freeway, or rail line) if design can accommodate safety for all users and maintain function & capacity of MA's; otherwise, parallel routes on collectors and local streets are preferred to maximize safety and to accommodate widest range of cyclist abilities possible.
94	Definition of "on-road" needs to be clarified since we have implemented buffered bike lanes on urban minor arterials. 8 foot shoulders seem to be working well in rural areas. Cycle tracks can be on or off road in nature.	Hennepin County Public Works	Noted in bicycle/pedestrian investment direction that off-road trails, in addition to on-street improvements would meet the intended functionality of the Reg Bicycle Trans Network.

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95	Page 66 - Land Use Planning - Tie environmental goals from Page 13 into this section here.	Hennepin County Public Works	Language added to better emphasize relationship between land use planning and Healthy Environmental goals.
96	Page 104 - Highway Investment Direction and Plan - Additional needs beyond increased revenue scenario - No mention of identified new Hennepin County minor arterial roadways anticipated including: Brockton Interchange; Fletcher Bypass (CR 116) to CSAH 81; CSAH 30 - new Crow River Bridge to Wright County CR 144; Zachary Lane connection to TH 610 with future interchange; CSAH 30 realignment to I-94/TH 610	Hennepin County Public Works	The proposed Interstate 94/Brockton interchange will continue to be listed under "Highway Access Investments with Increased Revenues". To address the other projects, the first paragraph under "Additional Highway Needs beyond Increased Revenue Scenario" was revised to state, "; consistent with state law these kinds of projects are often identified through the local comprehensive planning and capital improvement programming processes."
97	Page 142 - Transit Investment Direction and Plan - Under transportation system stewardship, we would like to have a better understanding of what is meant by cost-effectiveness. Are other modes held to the same standard?	Hennepin County Public Works	The concept of cost effectiveness is described in the investment factors for the Regional Service Improvement Plan and for Transitways.
98	Page 147 - In table at top, "support travel options that encourage or complement using transit - transit is more effective in areas where the cost of driving and parking are comparable to using transit." Should that be comparable or higher than using transit?	Hennepin County Public Works	Comment acknowledged. No change.
99	Page 171 - Prioritization of bus investments occurs in the Regional Service Improvement Plan. Who prepares this and is it the same as later in the chapter?	Hennepin County Public Works	The Regional Service Improvement Plan is prepared by a committee of all regional transit providers and staffed by Metro Transit and the Metropolitan Council. Regional transit providers submit projects developed in coordination with local governments in their respective service territories.
100	Page 182 - Setting Regional Transitway Priorities - Most factors are similar to what FTA requires. Water supply factor still seems off, should this be storm water management? Seems to try and incorporate concepts from Thrive, but might not be the best place for it.	Hennepin County Public Works	Water supply was a measure suggested by the Council through the Thrive process. The measures listed are examples open to additional discussion through the Work Program item. Topic generalized so as to not seem limiting.

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101	This section states that this plan establishes technical investment factors that will be considered. How does MC currently evaluate projects for amendment into the TPP? What happens if a county gets to a place where the MC decides it's not worth but other partners support it?	Hennepin County Public Works	The Council is providing a more transparent and standardized process for transitway decision-making than in the past. However, policy factors, including local support, will still influence regional decision-making.
102	Page 184 - Investment factor table - market and need more important than regional balance.	Hennepin County Public Works	The priority setting includes a balanced approach to considering both technical and policy factors.
103	Page 186 - where are operating revenues defined for ABRT? Is there a way to model initial increases in federal share for 10 years and then reduction over time?	Hennepin County Public Works	Transit Investment Plan includes a discussion of Arterial BRT operating revenues on page 186 of the draft. Capital investments will create operating efficiencies that allow for different service plan but modest additional revenues may be needed, depending on the corridor.
104	Appendix D - Functional Classification Criteria - Collector Roads can be good candidates for bike routes... We feel that collectors generally do not have the continuity or connectivity of minor arterials. Minor arterials are preferable for bikeways.	Hennepin County Public Works	No change. No conflict with Appendix D as written.
105	Highway - TPP has a transit focus and no highway vision moving forward.	Washington County Staff	No change recommended. The 2040 TPP articulates the vision for an affordable, fully integrated, multimodal transportation system for people and freight, including highways, transit, and other modes. It clearly articulates both a current revenue and increased revenue scenario.
106	Highway - Since focus of plan is transit, Tier 1 should be defined and investment should be made but it is too soon for Tiers 2 and 3.	Washington County Staff	See response to comment #34.

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107	Highway - Concerned about lack of funding for non-freeway arterials.	Washington County Staff	Comment acknowledged. No change.
108	Highway - Little to no transportation investment in the east metro.	Washington County Staff	Highway investments in the eastern parts of the metropolitan area are identified in Parts 1, 2 and Appendices B, C, and F. Capital investments are illustrated in the Highway Investment Direction and Plan, Figure 19. Potential Projects Identified To-Date in the Current Revenue Scenario. Significant highway projects are planned throughout the metropolitan area with emphasis on operations and maintenance and rebuilding and replacing highway infrastructure (\$8.9 billion - 79 percent - of the \$11.2 billion in state highway funding anticipated 2015-2040). MnDOT does not anticipate making Regional Highway Mobility Investments after 2024 due to lack of funding.
109	Transit - All transitways should be reflected on the transit maps and not severed at the Washington County boundaries due to a future assumption that there will be no funding available. Extend the Highway 36 and the Rush line corridor Transitways	Washington County Staff	Counties Transit Improvement Board-supported corridors changed to reflect full corridor lengths.
110	Transit - Incorporate POP	Washington County Staff	The Program of Projects has not been formally adopted by the Counties Transit Improvement Board and vetted throughout the region. TPP will consider POP recommendations when it is complete. The framework for its inclusion has been included.
111	Transit - The counties should be able to comment on controversial prioritization of projects.	Washington County Staff	The process is intended to be collaborative with the Council and its advisory committees and CTIB working together to identify priorities.
112	Transit - More bus level details should be incorporated	Washington County Staff CTIB	See response to #26.

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113	The TPP is too detailed on descriptions of bike facility types, treatments, tool boxes, Planning 101 and engineering standards should be moved to the appendix in the document. The TPP is a policy plan.	Washington County Staff	There are no design standards described anywhere in the draft Plan. A range of bicycle facility treatment types is described in the bicycle investment direction section as suggested treatments for the proposed Reg Bicycle Trans Network. Changed "acceptable" to "suggested" treatments to clarify the intent.
114	Although the "County" is defined as a local government in THRIVE 2040 and the TPP, it should be singled out since counties maintain, design, and improve a majority of the Minor Arterial Highway system and coordinate access management directly with local governments with land use authority along county roads.	Washington County Staff	Council staff agree that counties serve critical roles in operating, maintaining, rebuilding, and expanding regional transportation options. This role is recognized throughout the Transportation Policy Plan, including Part II - Transportation Strategies (e.g., C9 and C10) and Part II - Highway Investment Direction & Plan "Highway Investment Plan" (e.g., see first paragraph).
115	Page 30, second paragraph, the word actor should be changed to actions.	Washington County Staff	"Actions" is in the first part of the sentence. "Actor" references are also provided in the Strategy language.
116	Page 32, A2, the county does this on an ongoing basis.	Washington County Staff	The last sentence of the second paragraph reads: "As a result, the Council and its partners have already been advancing the work described in many of these strategies for years."
117	Strategy C1 second paragraph, regarding pedestrian and bicycle facilities on highways and streets should include the word, where it is feasible to incorporate.	Washington County Staff	Added a reference to strategy C2 which contains detailed text on complete streets and bicycle facilities and A-minors. The text states ". On-road bicycle facilities are appropriate along minor arterials where there are no effective parallel routes and the bicycle or pedestrian facility can be designed to support safe travel for all users.
118	Page 44, C.9, What about housing? Add some language as to why not.	Washington County Staff	No change recommended. This strategy is related to providing access to the region's job, activity and manufacturing concentrations. Housing is a general term that does not indicate a concentration of trips or travel.
119	Page 46, Supportive local actions, most of this is being done.	Washington County Staff	The last sentence of the second paragraph reads: "As a result, the Council and its partners have already been advancing the work described in many of these strategies for years."

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120	Page 49, C15, These investments should be made throughout the region equally	Washington County Staff	The Regional Bicycle Transportation Network and Priority Regional Bicycle Transportation Corridors have been created using the criteria defined in the Bicycle Investment Plan chapter. Construction of these facilities is at the discretion of local governments.
121	Page 52, d3, Add the word housing.	Washington County Staff	No change recommended. This strategy is related to providing transit and bicycle systems that connect to jobs and opportunity and promote economic development Housing is a general term that does not indicate a concentration or density of trips, travel or activity.
122	Page 57, E5, Add the word historical	Washington County Staff	"Cultural" environment includes "historical."
123	Page 59, F1, in those areas identified	Washington County Staff	No change recommended.
124	Page F3, Add the word counties	Washington County Staff	"Local governments" includes counties. See Glossary.
125	Page 64, Lake Elmo Airport is adjacent to emerging commercial, suburban and rural residential area.	Washington County Staff	Acknowledged and will add specific land uses around the Lake Elmo airport.
126	Pages 66-70, The MC should work with Transit corridor planning and local governments to prepare such studies.	Washington County Staff	The Council and other regional transit providers are partners in transit corridor planning and land use planning. Language edited to reflect the partnership.
127	Page 69, The local comp plan is a key element in local and regional partnerships but if plans are not implemented according to agreed upon policies, the partnerships have failed.	Washington County Staff	Agreed. The Council-local government partnership is essential to moving the region forward to shared prosperity.
128	Page 93, Very concerned about the lack of future Federal funding for TH 36 and TH 61 through the regional solicitation.	Washington County Staff	Comment acknowledged. Federal funding is not growing and the limited funds and are becoming more competitive to obtain.
129	Page 97, Add Development Impact Improvements - In some counties, for those developments along county roads and area wide planning projects, a county roadway may be improved based on the traffic generated. These improvements also benefit the regional system.	Washington County Staff	In the Finance chapter a reference was added to the local revenues that are often contributed by developers when a new development requires the construction or improvement of local roads.

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130	Page 118, Figure 15, TH120/Century Ave and Hadley Ave along TH 36 should be identified for spot mobility improvements, opportunity areas	Washington County Staff	No change. The information is from MnDOT's CMSP III (2013) and provided as example spot mobility projects. The comment will be shared with MnDOT Metro District for inclusion in the forthcoming CMSP IV.
131	Page 105, TH 36 and I94 will be Congested Principle Arterials if no mobility improvements area completed during the planning period.	Washington County Staff	Comment acknowledged. No change.
132	Page 113, all at grade intersections along TH 36 should be separated with bridges during the planning period or sooner.	Washington County Staff	Comment acknowledged. No change. Part II- Highway Investment Direction & Plan, "Non-Freeway Conversion Status Updates" identifies TH 36 as a potential future freeway.
133	Page 129, Figure 18, all future interchanges should be identified along TH 36.	Washington County Staff	See response to comment #32.
134	Page 202, Add the Brown's Creek Trail section of the Gateway State Trail to the map.	Washington County Staff	Added Brown's Creek State Trail in Washington County to Figures 26 & 27.
135	Biking is not just for transportation in Washington County. Recreational cycling and family cycling along separated trails is becoming popular in the county and will continue to be an economic development tool throughout the county.	Washington County Staff	See response #39.
136	Page 247, No issues identified. Lake Elmo Airport does have planning issues regarding moving and extending a runway and its impacts to the future land uses in the Lake Elmo Village area.	Washington County Staff	Comment acknowledged and addressed: As the city of Lake Elmo continues to grow, there will be land use compatibility issues off the runway end at Lake Elmo Airport. The Long Term Comprehensive Plan for the Airport will address the issue of extending or relocating the runway for future use. The city and MAC have been working with each other, and will continue to coordinate with regards to planning and land use compatibility issues in and around the airport.