

2022 REGIONAL SOLICITATION APPLICATION

Public Comment Report



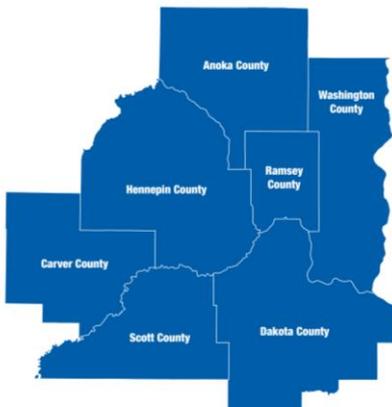
METROPOLITAN
C O U N C I L

November 2021

The Council's mission is to foster efficient and economic growth for a prosperous metropolitan region

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The Metropolitan Council is the regional planning organization for the seven-county Twin Cities area. The Council operates the regional bus and rail system, collects and treats wastewater, coordinates regional water resources, plans and helps fund regional parks, and administers federal funds that provide housing opportunities for low- and moderate-income individuals and families. The 17-member Council board is appointed by and serves at the pleasure of the governor.

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Comment Overview

This report summarizes comments received for the draft 2022 Regional Solicitation application. The draft application was released for public comment on September 16, 2021. Comments were accepted through October 18, 2021. During this time, the document was available on the Metropolitan Council's website and through printed copies as requested.

The following report includes a spreadsheet that summarizes the comments received, the individual or agency that made the comment, and the staff response to the comment.

58 commenters participated, including individuals, local government, and non-profit organizations. 92 comments were logged.

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| People engaged | <p>Web pages – 473 unique visitors</p> <p>Facebook people reached – 1,093 (post 1), 537 (post 2)</p> <p>Facebook engagement – 37 actions (post 1), 12 actions (post 2)</p> <p>Twitter engagement – 6 actions (post 1), 4 actions (post 2)</p> |
| Stakeholders involved | 58 |
| Interest groups and agencies engaged | <ul style="list-style-type: none"> • Anoka County • Carver County • City of Belle Plaine • City of Elko New Market • City of Shakopee • Dakota County • Hennepin County • Lake Links Association • Scott County • St. Anthony Park Community Council |
| Methods used | <ul style="list-style-type: none"> • Web announcement and web page noticed • GovDelivery email announcement • Facebook • Twitter |
| Comments received through | <ul style="list-style-type: none"> • Email • Web form |

Key Engagement Themes

Public comments produced the following themes:

- 40 comments related to modal funding ranges with 35 of these requesting that investment be shifted away from roadway expansion (Strategic Capacity) to investments in transit, bicycle and pedestrian improvements. Five of the modal funding comments did support increased investment in roadways.
- Most of the modal funding comments also commented on the need to reduce the impacts of climate change by reducing our investment in roads and reliance on the automobile.
- Eight comments specifically related to investing in safety such as safe bicycle and pedestrian facilities and intersection improvements.
- Four comments related to simplifying the Solicitation application process.
- A number of comments support specific projects within the region.

Comments and Responses

Comments are sorted alphabetically by comment topic and commenter name. Commenters that commented on multiple topics may find separate responses for each topic.

| # | Commenter | Topic | Summary | Comment | Response |
|------|---------------------------------------|---------------------|--|---|--|
| 3.1 | Guthrie Byard | ADA | Guarantee project conforms to ADA transition plan | We should ensure that any application received that request funds for pedestrian facility improvements related to ADA requirements is backed by that agencies ADA transition plan. We should not award funding of any kind without that agency showing proof of an ADA self-evaluation and transition plan. Consider calling this out in this section and adding this as a component of the equity scoring matrix. | All applications for funding through the Regional Solicitation are already subject to a qualifying requirement that the public agency has a completed ADA transition plan that covers the public rights of way by the date of the solicitation application. (This does not apply to applicants for TDM or unique category project funding that are not public agencies subject to the Title II transition plan requirement.) The applicant is asked for the date of and a link to the plan. Agencies without complete plans are ineligible to apply. In addition, applicants in all of the Roadway categories are asked if the project implements improvements in locations that have been identified as deficient in a current ADA transition plan as part of a measure in the Multimodal Elements and Existing Connections criterion. Applicants in the Pedestrian category are asked about project elements that address needs identified in these plans in a measure in the Deficiencies and Safety criterion. |
| 49.2 | Steven L. Lillehaug, City of Shakopee | Application process | Applications are complicated and costly. | 3. Applications are becoming more complicated and more expensive which discourages applications and adds needless project cost – please do not make this process more complex, please simplify | The Regional Solicitation is developed to with a goal of balancing selecting projects that meet regional priorities, providing measures that can rate the projects against each other, and the ease of completing the applications. An evaluation of solicitation is completed after each round and the measures are reviewed and revised to balance regional differences yet meet regional priorities. As revisions have been made, the applications have become more complex. When the Solicitation is reviewed in the future for a major change, simplification will be discussed. |
| 45.2 | Jason Pieper, Hennepin County | Application process | Reduce character limits for responses due to time commitment required to respond | Metropolitan Council staff have worked extensively to develop a data-driven solicitation process that promotes efficiencies for applicants whenever possible. However, Hennepin County staff have noticed that a few measures have been introduced or updated that require extensive responses from the applicant. Two examples of this include the Pedestrian Safety Measure and each of the measures within the Equity and Affordable Housing Criteria. Therefore, we kindly request that Metropolitan Council staff consider reducing character limits. Agencies often have their own staff develop and submit applications, and these time intensive measures often lead to applicant fatigue. In addition, they require extensive review by the technical scoring committee. | Changes to the Equity and Affordable Housing criteria encourage a storytelling approach. Character limits were revised as an applicant may need more space to fully describe benefitted populations, engagement, and the connection of these elements to the project. Scoring guidance has been revised to more clearly outline the elements of a successful response. |

| # | Commenter | Topic | Summary | Comment | Response |
|------|-------------------------------------|---------------------|---|---|--|
| 48.1 | Dawn Meyer, City of Belle Plaine | Application process | Make application easier/smooother | <p>Greetings Honorable Chair Hovland,</p> <p>This letter is in response to the request for public comment pertaining to the TAB Regional Solicitation and Highway Safety Improvement Program applications. Thank you for providing a forum for public comment.</p> <p>Belle Plaine is in southwestern Scott County, the second fastest growing county in Minnesota as evidenced by initial 2020 Census data. As a rapidly growing area, the City has been active in a regional collaboration known as SCALE. Through SCALE and review/collaboration on local comprehensive plans we understand regional investment in road/bridge infrastructure is needed to support economic development, to get workers to jobs, to move goods, and support complete housing.</p> <p>Past and planned improvements in transportation facilities at a local levels incorporate complete street concepts including options for pedestrians and cyclists, future investment in transportation facilities would further accommodate diverse modes of transportation in an efficient manner.</p> <p>One item we struggle with as a rural community is the application process and being competitive within decision-making priority parameters. The application process is seemingly more comprehensive/complicated and more expensive to produce, especially for small cities who often need to hire consultants but have very limited budgets. Being competitive for available funding is also a challenge since we have small facilities, smaller populations, and smaller traffic numbers but similar challenges, only on a rural scale.</p> <p>On behalf of Mayor Christopher G. Meyer and the City Council of Belle Plaine, thank you for providing for comment and your thoughtful consideration.</p> <p>Sincerely,</p> <p>Dawn Meyer City Administrator</p> | <p>The Regional Solicitation is developed to with a goal of balancing selecting projects that meet regional priorities, providing measures that can rate the projects against each other, and the ease of completing the applications. An evaluation of solicitation is completed after each round and the measures are reviewed and revised to balance regional differences yet meet regional priorities. As revisions have been made, the applications have become more complex. When the Solicitation is reviewed in the future for a major change, simplification will be discussed.</p> |
| 51.6 | Scott County | Application process | Simplify application and scoring process to save costs. | <p>The Metropolitan Council's staff spends hundreds and hundreds of hours each year working on the regional solicitation and spends significant dollars to update studies required to keep them current. Cities, counties, and other jurisdictions spend a lot of time each year preparing applications, scoring, and debriefing on the solicitation. Applicants can spend at least \$10,000 per application plus staff time costs. It's time to recognize that this is a costly process that deters several application submittals, especially from smaller communities. The solicitation needs to be a more equitable between large and small cities and a less complicated distribution of the funds. Geographic balance in the region is often a topic when projects are selected. The County strongly recommends a new system that will reduce local costs, simplify the application and scoring process through geographic balance, and use the existing transportation plans to make funding decisions more locally.</p> | <p>The Regional Solicitation is developed to with a goal of balancing selecting projects that meet regional priorities, providing measures that can rate the projects against each other, and the ease of completing the applications. An evaluation of solicitation is completed after each round and the measures are reviewed and revised to balance regional differences yet meet regional priorities. As revisions have been made, the applications have become more complex. When the Solicitation is reviewed in the future for a major change, simplification will be discussed.</p> |
| 7.3 | James M Slegers | Bike Barriers | Fund bike lanes and trails where there are barriers | <p>Fund bike lanes and multiuser trails on state and county highways wherever there are barriers. In St Paul, the clearest unaddressed barrier is Snelling between Howell and Como.</p> | <p>Thank you for your comment. Snelling Avenue is a designated regional bicycle barrier expressway between Hoyt Avenue and I-694.</p> |
| 21.3 | Kharme Mahamed | Bike safety | Build out safe bike infrastructure | <p>Help create more safe bike routes around the Twin Cities, many areas (especially Saint Paul) do not have guarded pathways which make those who could potentially cycle less comfortable to cycle and chose other modes of transport or drive simply because they feel as if they are in danger because of not guarded pathways.</p> | <p>Thank you for your comment. The Regional Solicitation has funded many bike improvements throughout the region and there continues to be a strong need for continued investment.</p> |

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| 45.1 | Jason Pieper, Hennepin County | Bridge eligibility | Establish work group for bridges | Hennepin County kindly requests that Metropolitan Council staff review and update the eligibility requirements for bridge rehabilitation and bridge replacement projects as part of the 2022 Regional Solicitation. During our conversations with staff representing the Metropolitan Council and the MnDOT State Aid Office, it appeared that the draft eligibility requirements were out of date when we received potential county bridge applications. Therefore, we would like to suggest that a Technical Work Group be established to provide recommendations on the preferred eligibility requirements to ensure that limited federal transportation funds are focused on the region's highest priority bridges. County staff are happy to discuss this further and participate in a Technical Work Group. Please contact Carla.Stueve@hennepin.us for any follow-up. | Thank you for your comment. We agree that a bridge technical work group should be convened with bridge experts to discuss specific bridge eligibility and scoring measures. The Council will convene this group after the 2022 funding cycle. |
| 7.2 | James M Slegers | BRT | Build out a BRT system | We need BRTs and higher frequency buses throughout the metro but most acutely in neighborhoods of concentrated poverty where car ownership is low and transit dependence is high. We need a BRT grid with a mile or half mile grid across Mpls StP and the first ring suburbs. Fund the bones of this network ASAP. \$200M isn't enough by any means, but transit should be free and we should seek to fund it as such | The Council and the Transportation Advisory Board support a balanced approach to investment across the region that includes \$25 million specifically for arterial bus rapid transit and up to an additional \$7 million for other bus rapid transit projects. High frequency bus improvements that are not considered bus rapid transit would also be eligible to seek funding in the transit/TDM category range of \$45-63 million, which is inclusive of the bus rapid transit funding discussed above. |
| 2.1 | Deb Larson | BRT in the suburbs | Don't invest in BRT in suburbs | Stop BRT in the suburbs. It's not utilized as much as in the city and it's not necessary since we have cars. Only a fool would move to an area that he or she can't leave and get to work. It's irresponsible to make others pay for your poor judgement. Our sense of how far we will go to support others who don't have good judgment is unfair to those of us who do take responsibility seriously. It's practical and pragmatic. With these types of projects, you are encouraging people to be dependent of others for their survival. It's a whole new mindset that never used to exist. It's become more prevalent. Perhaps we should have survival skills as a mandatory class. | The Council and the Transportation Advisory Board support a balanced approach to investment across the region that supports choices for both where to live and how to travel. Bus rapid transit is a valuable investment to help people reach jobs, education, and other opportunities, including those in the suburbs. Many people in the region cannot drive because of cost or ability and transit affords them opportunities that would otherwise be impossible. In addition, each bus rapid transit project goes through an extensive planning process that includes ample engagement from local residents, businesses, elected officials, and other stakeholders. No bus rapid transit line in the region moves forward without the support of local governments that represent their residents and businesses. The Regional Solicitation recognizes the efforts of local planning processes that identify bus rapid transit as a priority and includes funding for lines if they prove competitive in the scoring process. |
| 34.1 | Zach Einck | BRT, project specific | Build out a BRT system | Continue the rollout of aBRT lines at a faster rate. For aBRT lines, there should be an interim step between regular local bus route and METRO route. I recommend investing in cheaper station infrastructure first (like one-size-fits-all) that can be used at all necessary locations without the need for construction. Can improve existing local bus routes with all-door boarding and spread out bus stop spacing before the expensive project. Metro Transit could upgrade a lot of local bus lines quickly to improve the experience of current users. Create a north/south bus line that passes through the West End of St Louis Park. Lots of density in that area, and could connect to the new Metro Green line, Wolfe Park neighborhood, and future Metro Blue line (via Douglas Dr?). Could also connect to the Grandview neighborhood and/or the future Metro E Line to the south. | This comment will be shared with Metro Transit, the implementer of the arterial bus rapid transit system. The Metropolitan Council and the Transportation Advisory Board recognizes the value of these investments in arterial bus rapid transit. The Regional Solicitation did change in 2020 to create a \$25 million funding category specific to arterial bus rapid transit. This funding category will continue in 2022 and should provide more stability to the expansion of the arterial bus rapid transit program. |
| 39.6 | Dave Sanasac | Bus travel times | Improve bus travel times | Why do only the Rapid Buses have priority signaling? Wouldn't it improve bus transit if all buses had priority signaling? They already have to stop multiple times for people getting on and off. Why slow them down even more by making them stop at every stop light too? We also need to have Bus Only lanes along major roads and highways (open them up to cyclists too - like the one near the state fairgrounds). Who wants to take the bus instead of drive if the bus is going to get stuck in the same traffic as the cars? | Transit signal priority and bus only lanes would be eligible activities in the transit modernization application category. The Regional Solicitation has funded activities like these in past cycles. Planning for where to implement these improvements is done as a collaborative effort between transit providers and local governments that determine the traffic control systems or own the local roads. It is up to sponsors like Metro Transit and local governments to submit applications to fund these types of projects. |

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| 7.1 | James M Slegers | Climate change | Set VMT Reduction target to help mitigate climate change | Most cities in the metro and MNDOT all have VMT reduction goals. None of this money should go to adding lanes on highways. Freeway expansion is climate denial, in contraindication of climate goals. | Thank you for your comment. Regional Solicitation funds cannot be used for freeway lane expansion. On the eligible non-freeway roadways, the TAB approved a set of projects in the 2020 funding cycle that actually removed slightly more roadway mileage through "road diet" projects than were added in lane expansion projects. The Council and MnDOT have several ongoing or planned studies to further examine the issues you've identified. |
| 4.1 | Keith Heiberg | Climate change, public health | Give priority to vehicles that reduce emissions | To address both climate change and public health, please give priority to types of vehicles according to greenhouse gas emissions. By "priority" I mean real-world encouragement, such as infrastructure and funding, not just lip service. Since electric vehicles are only as zero-emissions as the power plants that charge them, I suggest ranking vehicles in this order: 1. pedal-powered bicycles; 2. e-bikes; 3. EVs; 4. internal-combustion vehicles. Thank you! | Thank you for your comment. The Regional Solicitation does provide dedicated funding for transit, bike and pedestrian improvements. Electric vehicle charging is eligible as demonstrated by the grant to the St. Paul, Hour Car, Xcel Energy and Minneapolis project. We are also planning work beginning in 2022 to support more direct estimates of greenhouse gas emissions from all the various transportation project types that will allow for prioritization. |
| 1.1 | Kevin Raun, Citizen Taxpayer | Comprehensive plans amendment process | Do not support the Council process for administrative review of comp plan amendments | Your plan is good, but your ability to hold stakeholders (Cities) accountable leaves a lot to be desired. I recently struggled to ask the Council review their own standards when Cottage Grove recently submitted a Comp Plan amendment. I couldn't even receive a return call from my Council Representative and then attempted to contact the Council Chair with the same similar negative results. Instead the Council hid behind their process for an Administrative review thereby declaring the amendments approved as submitted. Your process for review is flawed and lacks accountability to the general public!! Feel free to contact me if you would like to follow up, but I won't hold my breath! | The discretionary authority to amend to a comprehensive plan rests with the local unit of government. The Metropolitan Council reviews amendments to local comprehensive plans only for their consistency with regional policies and for potential impacts on regional systems. Small-scale amendments can be reviewed administratively by staff when they do not raise any issues of regional concern. The criteria for meeting eligibility for administrative review can be found online on the Local Planning Handbook at https://metro council.org/Handbook/Review-Process/Amendments.aspx . |

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| 50.1 | Betty J. Wheeler | Ecosystem | Don't use local water for wastewater catchments | <p>I heartily endorse everything in the comments submitted by the St. Anthony Park Community Council. Please refer to that statement.</p> <p>In addition:</p> <p>One of the most important changes needed in the design of all transportation projects is to COMPLETELY HALT all use of legacy natural wetlands, lakes, rivers and streams for directly accepting roadway runoff. The continued use of such water bodies has already, and will maintain, degraded aquatic ecosystems.</p> <p>Our precious waters cannot be used as wastewater catchments. Deicing chemicals (especially salts in particular), act essentially like 'forever chemicals' in ecosystems. Salts are so highly soluble that there is no inherent way for natural processes to filter out or mitigate the salts, once they are released into an aquatic ecosystem. They rapidly deteriorate the food web, because most species are highly sensitive and intolerant of elevated salt concentrations. These species are fundamentally crucial in natural aquatic ecosystems. Thus, the ecosystem breaks down and we lose our most prized species of freshwater fish, our indicator species of healthy aquatic systems, etc.</p> <p>Within the Metropolitan Council's geographical area, there is certainly a long list of degraded aquatic ecosystems from transportation corridors. The first step is to identify every legacy water body which existed prior to urban and transportation development. (Reviewing the DNR's Minnesota Spring Inventory would be of great help to establish a legacy water body identification database.) Going forward, each time and place there is a repair or upgrade of any of the locations where runoff has been piped to a such a water body, the project must redesign the storm water handling system. Instead, it must use new infiltration basins within the ROW, and eliminate the piping and conveyances of runoff to the original water body. Finally, the water body must be remediated, so that a natural aquatic ecosystem can be re-established. I submit this should become one of the Met Council's highest priorities beginning now.</p> <p>Every degraded ecosystem is another loss of a piece of our Earth's habitability. We know we are losing species to extinction in this century faster than at any time in human history. This headlong rush toward degraded systems will ultimately lead to a failure of the Earth to remain habitable to humans. We must reverse this trend at every possible opportunity. There is no time or opportunity to waste</p> | <p>Thank you for your comments. St. Anthony Park Community Council comments will be responded to separately. The lakes, wetlands, rivers, and streams in the region are very important to the Metropolitan Council. We have been and will continue to work within the watershed management framework for the Twin Cities Metropolitan Area to protect and restore these valued water resources. Over the years, statutes, regulations, and practices have greatly improved the treatment of our water resources. For example, stormwater can no longer be directly discharged into area wetlands without some type of pretreatment. Pretreatment of stormwater runoff is generally required for water discharging to area lakes as well. The Metropolitan Council is actively working to improve our water quality in the region. We will continue to work with the appropriate regulatory agencies in the region to refine these rules and requirements in order to best protect and restore our areas precious water resources.</p> |
| 52.3 | Anoka County | Equity and Housing Performance scoring | Support changes to Equity and Housing Performance measures and scoring; concern for consistent scoring | <p>"We generally support the decision to subdivide the criteria for scoring Equity and Performance (No. 3) into three measures accounting for a total of 100 as proposed in the table below for the Roadways Including Multimodal Elements funding category. We believe this is a step forward from past solicitations where we felt that too much emphasis was placed on the housing performance scores (HPS) developed by Met Council for each city in the region. With that said, we feel a potential drawback of these three new measurements is that the response now requires the applicant to provide a lengthy narrative to demonstrate how the project addresses each sub criteria. This can lead to subjectivity on behalf of the scorer in determining the number of points to award to a project. Given that different individuals may be scoring these criteria, it may be difficult to maintain consistency for determining points awarded to competing project submittals. "</p> | <p>These changes encourage a storytelling approach to the Equity and Affordable Housing criteria. Open-ended responses allow applicants to support their application statements by connecting engagement with project changes. Proximity of equity populations (low-income populations, people of color, persons with disabilities, youth and older adults, and residents of affordable housing) to a project do not fully describe project benefits or disbenefits. The new scoring guidance more clearly outlines the components of a successful response, which will provide a more consistent basis for scoring.</p> |

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| 39.7 | Dave Sanasac | Expand transit | Extend Northstar, extend northbound BRT further, improve suburb to suburb connections | <p>I live in Anoka and work just outside of Minneapolis. The Northstar should be the ideal mode of transportation for me, yet it is almost completely useless. It does not make enough trips back and forth, and it does so only to serve the 9 to 5 crowd. For real, what are the trains doing between the last southbound trip and the first northbound trip? That thing could run back and forth all day and it would still be cheaper to pay for fuel and staffing than to expand the roads again. And while I'm on the subject of the Northstar, extend that thing up to Saint Cloud so the college kids can get back and forth and maybe extend it farther south of Target Field too. The stations don't need to be huge like the one in Anoka. Build them for pedestrians like the LRT stations in Minneapolis, or connect them to a shopping mall via skyway (if there are any malls along the tracks). I would use the Northstar five days a week or more if it went even close to when I need it to.</p> <p>I've read that there are plans to extend the Bus Rapid Transit system from Minneapolis to Northtown. I think this is great, but it really could go farther. If they continued up along East River Road they could replace the 852 route and provide better access to Anoka-Ramsey Community College, Anoka Technical College, and Mercy Hospital.</p> <p>There needs to be better routes for the buses as well. Right now they all connect the suburbs to Minneapolis. We need routes that connect suburbs to suburbs. Unless you get lucky and need to go when the Northstar leaves, right now a bus trip from Anoka to Roseville takes over two and half hours. I shouldn't be able to bike from the Anoka Northstar station to the Rosedale Mall AND BACK before someone can make the one way trip by bus (it takes about an hour and a half each way to bike the trip I just described).</p> | The Regional Solicitation generally does not dictate how projects should be delivered but provides a framework for evaluation the value of projects to the region against projects in the same funding category. Since these comments relate to specific projects or service areas, they will be shared with potential applicants in those service areas. |
| 51.8 | Scott County | HSIP | Keep HSIP funding decisions separate from the Regional Solicitation | The Highway Safety Improvement Program should be kept separate from the regional solicitation scoring and factoring into the regional solicitation funding distribution. The HSIP criteria should be based on safety alone. However, a number of the criteria have nothing to do with safety benefit which results in the application being more time consuming and costly to fill out and score diluting the federal intent of the program | According to MnDOT, the scoring criteria for the HSIP program in Metro District are all safety related. Scoring criteria for Proactive and Reactive projects include safety measures and cost-benefit criteria, and applicants are asked to demonstrate how the project connects to the Minnesota Highway Safety Plan and the intent of the HSIP program. The scoring criteria was last updated in the HSIP program evaluation in 2018, which included engagement and input with local partners. |
| 43.5 | Carver County | HSIP | Prioritize funding for local agency projects, not MnDOT | Prioritize local agency projects to receive federal Highway Safety Improvement Program (HSIP) funding. In 2020, MnDOT selected to fund six (6) of their own projects as part of this funding solicitation while eighteen (18) projects from counties and cities were unfunded. MnDOT receives a separate allocation of HSIP funding apart from this funding solicitation. | The Metropolitan Council does not receive federal HSIP funding as part of the appropriation as a Transportation Management Area (TMA) and most state DOTs do not allocate HSIP funding to TMAs (MPOs of greater than 200,000 population). However, the Minnesota Department of Transportation (MnDOT) has an established collaborative process of an HSIP solicitation open to Metro District communities (7-counties plus Chisago Co) and MnDOT-initiated projects. HSIP projects are selected by a panel of MnDOT and local partner agencies. MnDOT does apply for the HSIP solicitation and competes under the same criteria as local agencies, with the highest scored projects awarded HSIP funding. The HSIP program also undergoes a frequent evaluation and update process which last was in 2018. Over the last 5 solicitations, MnDOT has received 20% of awarded HSIP funds. This Regional HSIP program is above and beyond MnDOT-specific HSIP funding in Metro District of about \$4-5M/year. |

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| 43.4 | Carver County | Max/Min awards | Lower Trails maximum from \$5.5 M to \$3.5 M | Lower the maximum award for the Multiuse Trails and Bicycle Facilities category from \$5.5 million to \$3.5 million or limit the number of projects that can receive \$5.5 million. The high maximum award limits the number of projects that are funded, which limits the regional and geographic impact of the funding. The midpoint of this funding category is \$26 million. At a maximum of \$5.5 million per project, this illustratively is only funding a minimum of 4.7 projects in the region. This funding category historically has the highest amount of application funding requests. In 2020, 37 funding applications were submitted in the Multiuse Trails & Bicycle Facilities and 11 projects were funded. Three projects received over half of the available funding (\$14.2 million). a. The Regional Solicitation scoring structure is set up to benefit larger projects located in Urban and Urban Center communities (See Request for Technical Revision 3.a). In 2020, 70% of the funding for the Multiuse Trails & Bicycle Facilities category was awarded to Urban or Urban Center communities. When large projects are funded at or near the maximum of \$5.5 million, less funding is available for smaller projects outside of Urban and Urban Center communities, which creates a regional disparity in the funding and implementation of regional bicycle and pedestrian projects to Suburban and Rural areas. | While the Multiuse Trails and Bicycle Facilities maximum federal award was not a frequently discussed topic during development of the 2022 Regional Solicitation, a reduction to \$3.5 million was recommended by the Technical Advisory Committee in developing the 2018 and 2020 Regional Solicitations. In each case, the Transportation Advisory Board voted to leave the maximum award at \$5.5 million. |
| 45.3 | Jason Pieper, Hennepin County | Max/Min awards | Support the approved increase to the maximum award for pedestrian improvements | Hennepin County would like to recognize the Transportation Advisory Board's support to increase the maximum award amount in the Pedestrian Category by \$1 million from \$1 million to \$2 million. Given the Metro Area's heightened interest in the safety for people walking, we believe that an increase in the maximum award will provide agencies with the necessary funding to implement proven safety countermeasures that reduce the likelihood of crashes involving people walking. Higher costs are often experienced in these projects, that are caused by the introduction of raised medians and/or curb extensions that require modifications of existing drainage systems. | Thank you for your support of this change. |
| 51.5 | Scott County | Max/Min awards | The increase in pedestrian maximum award will reduce number of pedestrian projects funded | The pedestrian criteria was changed to increase the maximum award from 1 million to 2 million dollars. Increasing this amount to 2 million could eliminate the distribution of pedestrian improvements to a greater number of projects. We recommend keeping the \$1 million maximum for a chance of greater distribution of pedestrian projects in the region. | Thank you for your comment. The proposed increase was the result of discussion around the expense of infrastructure related to larger-scale pedestrian projects and that a lower \$1 million maximum amount lends itself more to spot improvements. |
| 52.2 | Anoka County | Max/Min awards | Support maximum and minimum funding levels | We are supportive of the proposed minimum and maximum funding levels for the Model Application Categories as presented in Table 3 from the solicitation materials. | Thank you for your comment. |

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| 10.2 | Jacob Scott | Modal funding | Build out bike infrastructure | We should also invest in protected and separated bike infrastructure. More people choose to ride a bicycle or walk if they can do it safely. That means Bikes need a place to ride away from cars. And paint is not protection. Plastic bollards, painted bike lanes on Street, and shared bike boulevards, are not adequate to keep cyclists safe and away from drivers. Improving the infrastructure means that people of all ages and abilities will feel comfortable choosing biking over driving. Things like the Greenway are very popular because all abilities of riders can feel safe using that path. More infrastructure that looks like that will improve the quality of life for residents and visitors. I am a teacher in Minneapolis and I frequently take students on bicycle rides as part of their physical education classes. Having safe places for young people to ride is essential. Right now there is a nationwide bus driver shortage. The need for buses could be reduced if there was a safe way to walk or bike to school for more students | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |
| 51.2 | Scott County | Modal funding | Concern for not enough roadway funding available. | Criteria has been continually changing to benefit the urban core and funding allocations are shifting to transit and non-motorized related transportation investment. All parts of the region have regional transportation needs and the criteria or system should better reflect the entire region. Criteria for roads is also heavily weighted towards MnDOT roadways. This inability for communities to compete on other regional roadways is leading to more projects on the MnDOT system. MnDOT has expressed that it cannot assist in funding projects on their system with all the applications that are being submitted on MnDOT roadways. While we are not asking for a change at this time, future criteria should be developed to benefit more of the City and County regional roadways. | <p>Thank you for your comment. Scott County will be a participant in the development of criteria for future Solicitations and can help identify criteria that should be considered to achieve this outcome.</p> |
| 49.1 | Steven L. Lillehaug, City of Shakopee | Modal funding | Increase funding for roads and bridges | 1. The City of Shakopee is one of the fastest growing cities. Investment in road/bridge infrastructure is needed in the growing regional areas to support economic development, freight, employment, and housing. 2. Road investments provide great improvements for other travel modes, lessening the need to increase % of funding for other modes at the cost of reducing road funding %. Please increase road and bridge funding proportions. | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |

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| 39.1 | Dave Sanasac | Modal funding | Less roadway expansion | Please stop expanding our roadway systems. It is a very expensive and very temporary solution to our transportation problems (it's been observed all over the world, it's called the Downs-Thomson paradox, I'm sure you know what it is). It destroys neighborhoods and bankrupts cities with the increase maintenance costs. Please find other solutions! Please adopt a no new roads policy. | Thank you for your comment. The Regional Solicitation is a "call for projects" where local agencies apply for projects that best meet their needs and align with regional goals. TAB approved a set of projects in the 2020 funding cycle that actually removed slightly more roadway mileage through "road diet" projects than were added in lane expansion projects. The Council and MnDOT have several ongoing or planned studies to further examine the issues you've identified. |
| 43.3 | Carver County | Modal funding | Restore funding ranges to 2018 ranges | <p>Carver County reviewed the proposed major changes, recognizes the potential crucial impact of these changes on future funding awards, and respectfully requests consideration of the following for incorporation into the 2022 Regional Solicitation application language and funding guidance:</p> <p>Restore the mid-point funding ranges for the Road & Bridge Category and Bicycle & Pedestrian Category that were decreased in the 2020 Regional Solicitation by \$4 million and \$1 million, respectively. This change took away at least one project from each of these funding categories and negatively impacted the implementation of regional goals for safety, preservation, multimodal, and equity investments on the regional highway system. At a minimum, no additional funding decreases to the Road & Bridge or Bicycle & Pedestrian funding categories should be considered.</p> | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |
| 9.1 | Antonio Backman | Modal funding | Shift funding from roads to transit, bike, and pedestrian improvements. | Please take the federal money and place it into more projects that will help transit, biking and walking options for the Twin Cities metro. Making a more reliable and modern transit system should be the top priority under transportation along with making biking and walking safer for people. | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |

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| 10.1 | Jacob Scott | Modal funding | Shift funding from roads to transit, bike, and pedestrian improvements. | Please do not sync more money into highways and car centric infrastructure. We desperately need to reduce vehicle miles traveled. Our money is much better spent improving access to mass transit, like the light rail and buses. Improving frequency and offering more routes would make transit a lot more attractive. Also creating dedicated bus lanes so buses do not have to sit in traffic with automobiles would be a more efficient way to move people through the city. | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |
| 11.1 | Andrew Kuledge | Modal Funding | Shift funding from roads to transit, bike, and pedestrian improvements. | ...[L]ets invest in pedestrian and cycling first streets and public transit. Expand light rail. Expand BRT. Get people out of polluting, toxic cars and especially big trucks. It should be a crime to be investing in car-first or car-only infrastructure when our climate crisis is so dire...Investing in cars is the road to ruin. Stop. | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |

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| 12.1 | Douglas Schairer | Modal funding | Shift funding from roads to transit, bike, and pedestrian improvements. | As a resident of Hennepin County, I really need us to stop investing in fossil fuel infrastructure. We are running out of time to act on climate to hold increases in temperature to a livable range. We simply have to expand pedestrian, bike and transit facilities for the entire metro. Highway or road expansion are climate denial at this stage of warming and cannot continue. Our region leads most other US cities in transit and bike investment, but if we can get further ahead we will position ourselves as a winning region in the 21st century. | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |
| 15.1 | Nicolas Ball-Jones | Modal funding | Shift funding from roads to transit, bike, and pedestrian improvements. | Please prioritize walking, biking, and public transit in the twin cities, and reduce funding for roads/freeway expansion. | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |

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| 52.5 | Anoka County | Modal funding | Shift funding from transit to bike and pedestrian and roadways due to application demand | "Our final comments are regarding the demand and competitiveness to obtain federal funding for projects submitted in Roadways category and the Bicycle and Pedestrian Facilities (Bicycle / Pedestrian) category. These two categories typically have twice the number of project applications when compared to the Transit and TDM (Transit / TDM) category. A summary table provided by Met Council can be used to illustrate the competitiveness disparity between modal funding categories, specifically between Transit / TDM and the other two modes. While the Roadways and Bicycle / Pedestrian categories have over 50 applications for funding, the Transit / TDM category has only 23 applications. Furthermore, of these 23, nearly half (11) were selected to receive funding. This contrasts with the approximately 35 percent of projects selected to receive funding for the Roadways and Bicycle / Pedestrian categories. You can also see from the table below that the federal dollars requested for the Roadways and Bicycle / Pedestrian categories were substantially higher than their mid-points, while the Transit / TDM category is much closer (\$65M requested vs \$58M mid-point). It can be deduced from these comparisons that the demand for projects in the Roadways and Bicycle / Pedestrian category is much greater than for projects in the Transit / TDM category. " | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |
| 28.1 | Igor Radovitskiy | Modal funding | Shift funding to bike | Please invest in more bike infrastructure and capacity for bicycle community and storage. Thanks! | <p>Thank you for your comment. The Regional Solicitation has funded many bike improvements throughout the region and there continues to be a strong need for continued investment.</p> |
| 29.1 | Timothy Marino | Modal funding | Shift funding to transit | Invest in transit. And bus lanes | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |

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| 20.1 | Andrew Wagner | Modal funding | Support for investment in roads and bridges | Invest in roads and bridges. | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |
| 43.2 | Carver County | Modal funding | Continued and increased investment in regional roadway and multi modal infrastructure | <p>Thank you for the opportunity to review and comment on the 2022 Regional Solicitation application language and funding guidance for the distribution of federal transportation funds to local initiated projects for regional transportation needs. Carver County recognizes and appreciates the work put in by the members of the Policy Work Group, the Technical Advisory Committee (TAC), the TAC Funding and Programming Committee, and the Metropolitan Council staff in this important area. According to the 2020 Census, Carver County is the fastest growing County in the State with a 17.4% increase in population. The County's GDP grew 18.5% from 2012-2015, compared to 5.7% statewide, and accounts for 1.6% of the state's total GDP share (Bureau of Economic Analysis). Population and economic growth in Carver County directly benefits the Twin Cities Metro Area. Continued and increased investment in regional roadway and multi modal infrastructure is needed to serve population and economic growth and address critical safety, freight, and capacity needs of the highway system.</p> | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |

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| 52.1 | Anoka County | Modal funding | Oppose any additional shift of funding from roads | "In the last regional solicitation (2020), the funding level for the Roadways Including Multimodal Elements (Roadways) category was decreased and reallocated to the Transit and TDM (Transit) category to accommodate the new Arterial Bus Rapid Transit application category. While we were not supportive of this shift, we do appreciate that the proposed modal funding ranges as shown in Table 2 have not been revised for this solicitation. We understand the importance of supporting a reliable transit system for our constituents who depend on said services. However, transit services rely on dependable highway networks that accommodate all modes of transportation, address safety issues, reduce congestion and provide transportation services to all metro area citizens. Further reducing the Roadways category funding range will have a negative effect on all modes of transportation." | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |
| 54.1 | Lois C Braun | Modal funding, climate change | Shift funding away from roadway expansion | <p>I am writing to express my full support the shift in funding priorities advocated by St. Anthony Park Community Council (St. Paul's District 12) in the comment titled "Priorities must reflect the climate crisis, no increase in roadway capacity."</p> <p>Increasing roadway capacity will simply encourage more people to drive instead of use transit, walking or biking, and even worse, will encourage more people to live far from where they work. Instead of increasing capacity, we need to give people more alternatives to private cars, including transit with greater frequency and interconnectivity, and better (safer) walking and biking routes. I myself (age 59) am an avid bicyclist, who prefers biking to other modes of transportation. I find the Twin Cities to be a wonderful place to bike. However, my 33 year old assistant still thinks biking is too dangerous. We need to build out a system that people like him are comfortable with. In addition, we need to build more affordable housing near where people work and near transit hubs. The apartment construction boom along University Avenue is a good thing, but we need more of that, and to make sure it is affordable for everyone.</p> | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |

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| 55.1 | Mindy Keskinen | Modal funding, climate change | Shift funding away from roadway expansion | As a resident of St. Anthony Park in St. Paul, and I am proud of the comment offered by the District 12 Community Council. We must plan and design for a lower-carbon future, starting NOW-- we cannot continue enabling more private vehicle use by expanding roadway capacity. Our future must be more local and less mobile, whether we like it or not. (I like it, myself!) I heartily endorse the District 12 comment titled "Priorities must reflect the climate crisis, no increase in roadway capacity." | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |
| 56.0 | Patricia Thompson | Modal funding, climate change | Shift funding away from roadway expansion in recognition of the climate crisis | I support the shift in funding priorities advocated by St. Anthony Park Community Council (St. Paul's District 12) in its comment titled "Priorities must reflect the climate crisis, no increase in roadway capacity." It's time for the Metropolitan Council to lead on the biggest issue in human history. Do everything you can as if this was an emergency because it IS an emergency. | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |

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| 57.0 | Leonard John Jennings | Modal funding, climate change | Shift funding away from roadway expansion in recognition of the climate crisis | A. I am against any further widening of major throughways in the metro area. B. I support the SAP recommendations: In summary, we call on the Metropolitan Council's Transportation Advisory Board and the Highway Safety Improvement Program to ensure all funding is used as follows: 1. Plan for and fund the imperative changes in priorities to address drivers of climate change; 2. Perform systematic maintenance only on existing critical infrastructure (prioritizing maintenance, not building out for more vehicles); 3. Redesign what we have to improve pedestrian and bicycle safety, and reverse the environmental degradation on our existing transportation corridors, while transitioning to more public transit; 4. Relieve stressors for Minnesotans. | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |
| 58.0 | Tracy Kugler | Modal funding, climate change | Shift funding away from roadway expansion in recognition of the climate crisis | <p>Infrastructure is a powerful determinant of behavior. People tend to do whatever infrastructure makes easy. The expansion of the Interstate highway system made it easy for people to travel significant distances from city centers and drove massive suburban expansion. On a smaller scale, the phenomenon of induced demand describes the increase in traffic commonly seen when roadway capacity is increased.</p> <p>In light of the looming climate crisis, we must leverage the power of infrastructure to guide choices that reduce our reliance on fossil fuels and overall energy dependency. I therefore fully support the shift in funding priorities advocated by the St. Anthony Park Community Council (St. Paul's District 12), in their comment titled, "Priorities must reflect the climate crisis, no increase in roadway capacity." We must guide choices toward energy efficient modes such as walking, biking, and public transit by improving their capacity and ease of use, thus inducing demand for these people- and planet-friendly modes. Conversely, we must discourage continued reliance on cars by halting expansion of roadway capacity.</p> <p>On a more personal note, my family of four is a one-car household. We rely on biking, walking, and transit for much of our transportation needs. I have greatly appreciated transit expansions and improvements, such as the green line and BRT routes, and bike infrastructure improvements, including the recently completed Como Ave. bike route. I look forward to continued improvements that will allow us to maintain our single-car lifestyle even as our children reach teen-hood.</p> | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |

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| 13.1 | Craig Foster | Modal funding, climate change | Shift funding from roads to transit, bike, and pedestrian improvements. | We should prioritize above all Transit, pedestrian use, and biking. Anything that reduces the carbon load of our transportation plan. We need big changes | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |
| 14.1 | Roxanne Kimball | Modal funding, climate change | Shift funding from roads to transit, bike, and pedestrian improvements. | It is critical to focus a higher proportion of investments on improving transit, bike, and pedestrian infrastructure. Please encourage a decreased reliance on cars in our region. The planet and our children need us to! | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |

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| 17.1 | Sophie Nikitas | Modal funding, climate change | Shift funding from roads to transit, bike, and pedestrian improvements. | Hi, I'm a longtime resident of Minneapolis and I wanted to voice my support for shifting as much funding as possible into transit, pedestrian, and bicycle infrastructure projects. We are in a climate crisis and it is imperative that we provide safe, reliable infrastructure for people who walk, bike, and bus - not just drive cars! The more money we pour into highway expansion and upkeep, the more we ensure that millions of cars will be on the road every day. Let's make some change! | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |
| 23.1 | Kyle Hoff | Modal funding, climate change | Shift funding from roads to transit, bike, and pedestrian improvements. | I'd like to see a larger portion of new gas tax revenue devoted to transit and bicycle/pedestrian infrastructure. That revenue should be used to help create alternatives to car travel, so we reduce VMTs. | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |
| 24.1 | Mathias Hughey | Modal funding, climate change | Shift funding from roads to transit, bike, and pedestrian improvements. | There is no sustainable future for the widespread use of the private automobile (yes even if they're all electric), and the recent IPCC report makes it abundantly clear just how little time we have to act. The MetCouncil should only fund projects that actively and dramatically reduce use of the private automobile, and the infrastructure dedicated to it. | <p>Thank you for your comment. We agree with your urgency in this matter. The Regional Solicitation does provide dedicated funding for transit, bike and pedestrian improvements. Electric vehicles do provide reduction in greenhouse gases based on the current electricity production mix, local utilities continue to improve the carbon intensity of their production and with a fully renewable grid electric vehicles can provide up to 95% reduction in greenhouse gases. We are planning work beginning in 2022 to support more direct estimates of greenhouse gas emissions from all the various transportation project types that will allow for prioritization. Metro transit will complete in February a Zero Emission Bus Transition Plan that will consider equity, technical feasibility and costs. We are currently underway with a internally focused Climate Action Plan to further these goals.</p> |

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| 32.1 | Andy Lambert | Modal funding, climate change | Shift funding from roads to transit, bike, and pedestrian improvements. | <p>Thank you for the opportunity to share my thoughts on how to spend the Federal Gas Tax funds for the 2022 cycle.</p> <p>The climate crisis is reaching catastrophic proportions so we must act NOW to reduce dependence on motor vehicles of all kinds. Electric vehicle (EV) technology is not the silver bullet solution that some people think it is. Lithium and copper mining (for battery production) destroys ecosystems as much as anything else. EVs are not affordable to most, are expensive to maintain and still add to congestion and traffic noise.</p> <p>We must shift our funding priorities to get people out of cars and onto public transit, bicycles, scooters, and pedestrian friendly spaces as much as humanly possible.</p> <p>If my math is correct, in 2020 the MetCouncil allocated \$120m to roadway projects (57% of total), \$53 million to transit-related projects (25%) and roughly \$36.5m to bike and pedestrian projects (<18%).</p> <p>In this day and age, we have to be spending more on public transit and non-motorized vehicle transportation infrastructure. Our children, grandchildren and all future generations are counting on us to do so.</p> <p>I would like to see the following spending allocation for the projected \$200m in 2022 federal gas tax money: - \$80m on transit expansion and modernization - \$80m on multiuse trails and bicycle facilities, pedestrian facilities and SRTS projects - \$40m on road and bridge repair (not expansion of more roads or highways)</p> <p>Thanks again for your time and consideration, Andy Lambert Minneapolis resident</p> | <p>Thank you for your comment. We agree with your urgency in this matter. The Regional Solicitation does provide dedicated funding for transit, bike, pedestrian and road improvements. The vast majority of road funding goes to maintaining the existing system. Every cycle TAB considers the funding allocation and your voice is represented. Electric vehicles do provide reduction in greenhouse gases based on the current electricity production mix, local utilities continue to improve the carbon intensity of their production and with a fully renewable grid electric vehicles can provide up to 95% reduction in greenhouse gases. Electric Vehicle adoption can be done well or poorly and we are actively weighing the concerns you mentioned. We are also planning work beginning in 2022 to support more direct estimates of greenhouse gas emissions from all the various transportation project types that will allow for prioritization. Metro transit will complete in February a Zero Emission Bus Transition Plan that will consider equity, technical feasibility and costs, and has and plans to continue to invest in cleaner technologies. We are currently underway with a internally focused Climate Action Plan to further these goals.</p> |
| 33.1 | Eric Bavier | Modal funding, climate change | Shift funding from roads to transit, bike, and pedestrian improvements. | <p>The Metropolitan Council needs to prioritize funding for transit projects that reduce carbon emissions around the metro area. The Council needs to fund projects that reduce vehicle miles travelled, improve biking and walking infrastructure, and expand public transit operations.</p> | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |

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| 37.1 | Scott Engel | Modal funding, climate change | Shift funding from roads to transit, bike, and pedestrian improvements. | <p>It is discouraging that the Met Council continues to funnel hundreds of millions in Federal funds through the Regional Solicitation to fund roads and bridges, while just a fraction goes to support transit, bike and pedestrian improvements. No wonder why the region's bus system remains mediocre with slow, infrequent and underfunded service. I take the Route #23 through south Minneapolis, but it only comes every 30 minutes most of the day. There are almost no bus shelters, benches and poor snow removal in the winter. Please reconsider how these funds get allocated to make bus service less awful for those of us who cannot drive a car. Plus, billions in other Federal, State, County and City funds remain available to fund roads ensuring the region continues to sprawl, transit service cannot compete and it is easy to drive. It is time for the met Council to stop subsidizing infrastructure for people who drive at the expense of more sustainable and earth friendly ways of getting around.</p> | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |
| 38.1 | Francis Byrne | Modal funding, climate change | Shift funding from roads to transit, bike, and pedestrian improvements. | <p>The twin cities has the potential to be an example for what a properly designed city should be. Areas of dense population should encourage dense transportation corridors such as rail and bike pathways, along with ample room for pedestrians to navigate space. Instead, the twin cities along with essentially every other major US city continues to be infatuated with massive, poorly maintained, concrete pillars that support major roadways, as well as decrepit patches of grass that break up 6-lane roads.</p> <p>Essentially, the car is the main mode of transportation even though it is the least efficient in terms of use of space. Highway interchanges take up acres of space while the pedestrian is often confined to a narrow single lane, poorly maintained sidewalk.</p> <p>This body must take drastic action, as every time I walk outside I am assaulted with the fact that this nation is largely paved over with asphalt and soaked in various petroleum products when in reality it should be anchored together by domestically-produced, blast furnace-forged steel. Electric arc furnaces and interstate highways make me physically ill.</p> <p>I demand fanatical and unrelenting efforts from this council to correct this wanton disregard for principles of design as it relates to our country's infrastructure. It has been propagated without restraint for too long and needs to be corrected. Get rid of the...cars and make people realize the overwhelming, effusively obvious superiority of rail and using ones own legs for transportation.</p> | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |

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| 41.1 | Lily Dunk | Modal funding, climate change | Shift funding from roads to transit, bike, and pedestrian improvements. | PLEASE dedicate AS MUCH funding as possible to improving transit service, adding protected or separated bike lanes, and increasing safety for pedestrians! We are facing a climate crisis and we NEED to invest in alternatives to personal cars. Electric vehicles alone will not save us. Accessible transit and biking will lead to a cleaner, safer, and more equitable city. | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |

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| 46.1 | Kathryn Murray, St. Anthony Park Community Council | Modal funding, climate change | Shift funding from roads to transit, bike, and pedestrian improvements. | <p>St. Anthony Park Community Council (District 12 in St. Paul) calls on the Metropolitan Council's Transportation Advisory Board and the Highway Safety Improvement Program to shift its funding priorities in 2022. In 2020, funded projects by category went 57% to roadway projects, 25% to transit, and just under 18% to bike and pedestrian projects.</p> <p>For 2022, the priorities must:</p> <ul style="list-style-type: none"> • reflect the reality of the climate crisis • acknowledge evidence showing that any added stressors on humans harm our physical, mental, and spiritual health. Traffic noise, air pollution, and the tension of driving on highways or when biking and walking near traffic are burdens on people's health. • mitigate the way transportation corridors inherently cause environmental degradation, beyond climate effects. <p>In this round of funding, we urge you to fund **NO increases in roadway capacity**. Instead, roadway money should be spent on repair or safety related to human lives and reducing harm to people and to our environment. The necessary commitment to decreasing vehicle miles traveled should be reflected in funding.</p> <p>Funding increases should instead be given primarily to:</p> <ul style="list-style-type: none"> • transit (especially increasing reliability and frequency in the network) • TDM • sidewalk infill and maintenance • building truly safe bike infrastructure (rethinking designs so all new bike lanes are off-road, separated, or barrier-protected), and • Safe Routes to Schools, School Streets and other school-focused programs to decrease the number of parents driving children to school and to decrease vehicle speeds where our children are present. <p>In Saint Paul particularly, the city's Bike Plan will be updated soon with many off-road paths or protected lanes, some of which have already been demonstrated in Downtown and on Wheelock Parkway and Como Avenue and are being put to good use. Another project that was planned but has lacked funding is the addition of roundabouts at intersections along the Charles Avenue bikeway.</p> <p>A major effort that should receive funding is extension of the Midtown Greenway bikeway between Minneapolis and St. Paul. While bridge connection over the Mississippi awaits cooperation from the railroad owners, work toward building bike trails could be accomplished from South St. Anthony Park along the Prospect Park/Stadium Village spur to the U of M, and to the already-protected bike lanes on St. Anthony Avenue and Ayd Mill Road with support from the Metropolitan Council. We also urge the Metropolitan Council to facilitate collaboration between the cities and their respective counties or the state, so that conflicts in codes and rules are avoided. For instance, ensure that all streets in St. Paul can be either 20 mph or 25 mph, and there are no longer 30 mph (or faster) stretches only because they happen to be owned by the county or state. Slower speeds are safer, save fuel, and pollute the air less.</p> <p>Redesigning the standard design for stormwater removal from roads is a particularly important step toward reversing degradation of our waters from pollutant loading, especially from deicing chemicals. The use of natural wetlands to accept stormwater **must be discontinued** because this traditional design has been enormously deleterious to aquatic ecosystems and biodiversity and can permanently destroy these wetlands. Constructed infiltration basins immediately adjacent to major road corridors should parallel the road, and replace almost all use of stormwater piping and conveyances. This will also greatly reduce flooding from excessive rainfall events. Every natural wetland that has already been used to catch road runoff should be remediated as soon as possible.</p> | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. 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| | | | | <p>In summary, we call on the Metropolitan Council's Transportation Advisory Board and the Highway Safety Improvement Program to ensure all funding is used to: 1. plan for and fund the imperative changes in priorities to address drivers of climate change; 2. perform systematic maintenance only on existing critical infrastructure (prioritizing maintenance, not building out for more vehicles); 3. redesign what we have to improve pedestrian and bicycle safety, and reverse the environmental degradation on our existing transportation corridors, while transitioning to more public transit; 4. relieve stressors for Minnesotans.</p> | |
| 42.1 | Keith Heiberg | Modal funding, climate change | Shift funding to bike, pedestrian and transit carbon-free transportation | <p>I'd like to see greater emphasis on true zero-carbon transportation, such as bicycles. Electric public transit is an improvement over private internal-combustion vehicles, and so are EVs, but each is only as carbon-free as the power plants that provide their electricity; on the other hand, a pedal-powered bicycle is always 100% carbon-free. Please expand protected bike trails, and their connectivity to transit as well as business and residential districts. More racks for bikes on buses and trains can help too. Multimodal planning could encourage people to bike for shorter trips, when a larger vehicle isn't necessary. Safe routes to school, including protected bike lanes, can encourage people to get used to biking at an early age, and reduces traffic congestion and air pollution from idling cars near schools. If people continue cycling throughout their life, it can improve public health, reduce wear and tear on the roads, reduce the need for parking, and help the climate. Thanks.</p> | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |
| 31.1 | Jesse Peterson-Brandt | Modal funding, climate change | Shift funding to transit bike and ped from roads | <p>As our climate crisis worsens through the continued emissions of carbon dioxide, the largest source of which is cars, I hope Met Council will take a harder look at whether road expansions are ethical. Road expansions encourage driving in favor of other forms of transportation. While electric cars will decrease emissions, they cannot be the only solution. A full fleet of electric cars is decades away, as is the power grid running on clean energy to fuel them. We must encourage walking, biking and transit as cleaner, healthier alternatives. In 2020 Met Council approved \$64M for roadway expansion, 31% of the total federal award. Another \$56M went to other roadway projects. These investments continue to prioritize cars as the primary transportation mode of our cities and leave walking, biking and transit as secondary options. In order to combat the climate crisis and improve the health and safety of our region, we must rethink our spending on roadways and instead prioritize walking, biking and transit infrastructure. A budget is a statement of values. I hope as a region we can show that we value the health of the planet and our citizens.</p> | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |

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| 25.1 | Cass Casarez | Modal funding, climate change | Shift funding to transit improvements. | Please consider prioritizing transit this round! Many people are transitioning to remote work at least part of the time and in turn may not need their cars anymore. A healthy transit system would not only help people get around no matter where they live, but it would also help save the environment. As a transit user myself, I would love to see expanded weekend access for workers and families alike. | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |
| 35.1 | Nicholas rossini | Modal funding, climate change, project specific | Shift funding from roads to transit, bike and pedestrian improvements. | <p>This money should go directly towards building the nicollet-central streetcar that you thought we all forgot about. Furthermore, money like this in the future should also go towards putting streetcars on hennipen ave, chicago ave, midtown corridor, snelling ave from blue line on ford parkway, robert st, payne ave, and rice st.</p> <p>Enough with the car infrastructure, I feel like I live in a car theme park where the city puts automobiles above the people living in the city. We need dedicated (curb protected) bike lanes as well. Stop subsidizing car ownership.</p> <p>Cities are made for people not cars. Go look at any city in Europe and you'll see the antithesis of the American city, where people can walk, take transit and enjoy their city not from only the confines of a 4ft wide sidewalk on the side of 6 lanes of raging traffic.</p> <p>The orthodoxy of transportation planners and transportation engineers to view everything through formulas and zoning prescriptions makes a sterile city that feels as "well-planned" as it is. Put down your textbook and look out the window at the car filled maelstrom of a city we've created since the 1950's, especially pertaining to the non highway cap'd portions of the city adjacent to downtown minneapolis and especially st paul.</p> <p>No wonder there is blight everywhere.</p> | <p>Modern streetcar projects would be eligible under the transit expansion category of the Regional Solicitation. It is up to partners like Metro Transit or local governments to submit applications for these projects to seek funding.</p> <p>The Transportation Advisory Board did not recommend changing the modal funding midpoints and ranges for the 2022 Regional Solicitation, though it was discussed. An amendment was proposed and ultimately voted down 10 yes votes to 23 no votes. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the Transportation Advisory Board and transit, bicycle, and pedestrian demands are not as great in some part of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. The proposed funding ranges would allow a maximum of 35% of the funding to go to transit and travel demand management projects and 20% of the funding to go to bicycle and pedestrian projects, which would represent a majority of the Regional Solicitation funding. The Metropolitan Council and the Transportation Advisory Board can use the funding ranges when making a determination of how much funding to allocate to these types of projects. Funding scenarios will be developed and discussed at the Transportation Advisory Board starting in Fall 2022. |

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| 19.1 | Elise Graham | Modal funding, climate change, safety | Shift funding from roads to transit, bike, and pedestrian improvements. | Please start allocating more funding to transit, bike and pedestrian projects! I wish there were more safe and accessible alternatives to driving a car and decreasing my carbon output. | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |
| 21.1 | Kharne Mahamed | Modal funding, climate change, transportation for low-income individuals | Expand transit | Expanding on Routes in areas where transit isn't as available not only helps reduce cars on the roads, this is considered a great investment in cities with a lack of transit, especially as the climate becomes more of an issue for individuals, having expansion means many low-income people have more social and economical mobility as well as a way for cities to be able to continue to develop themselves, many areas in a city can be reinvested in by the city itself thanks to transit, its a way for cities to be able to be revitalized, join the 21st century and follow the rest of the Twin Cities as we continue to expand in population and urbanization. Continue Looking into adding other modes of transportation aside from buses such as Light Rail, Street Cars, Trains, Subways as this can help not only making public transport look more attractive to more individuals but also some of these modes of transportation can work much better in certain areas, Light Rails/Street Car work for Minneapolis/Saint Paul, long-distance trains to connect other major cities within Minnesota or to connect other states. Examples of how these modes could work great. This is especially true for Minneapolis and Saint Paul but modernizes and streamlines many of our current public transport infrastructures to be able to create more frequent service, speeding up buses reducing travel time and helps make the transit a more viable option as an alternative to driving a car. Modernize and revitalize many of the bus stops in the Twin Cities, this is slowly being the case but especially with the increase in extreme weather being able to have a bus stop that's sheltered really makes the experience of public transport more viable and more comfortable. Look into more green options with current existing buses to help reduce our greenhouse gas emissions. | <p>The planning for the transit system is primarily done by transit providers, such as Metro Transit and Minnesota Valley Transit Authority. The Regional Solicitation does provide opportunities for transit providers to submit funding applications to expand and modernize the system and commits at least 25% of the funding to transit projects. The region's 2040 Transportation Policy Plan includes a robust investment in planned transit improvements ranging from bus rapid transit to streetcar to light rail projects. Many of these projects receive federal funding through a nationally competitive process, though some also seek funding through the Regional Solicitation. The Regional Solicitation also provides opportunities to reduce greenhouse gas emissions through the Transit Modernization category and potentially through the Unique Projects category. The Metropolitan Council and the Transportation Advisory Board are exploring how climate change and greenhouse gas emissions can better be reflected in the region's funding prioritization processes.</p> |

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| 26.1 | Ben Ashley-Wurtmann | Modal funding, climate change, VMT | Shift funding from roads to transit, bike, and pedestrian improvements. | The projects here are far too focused on cars and enabling higher VMT. There is no safe future in which we have the emissions of increasing VMT. Every mile of expanded roadway is going to induce further demand. Transit, walkability, bike infrastructure has to take greater priority if my kids are going to have a Minnesota worth living in. | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |
| 34.2 | Zach Einck | Modal funding, safety | Prioritize walking and biking investments | Prioritize the walking/biking experience for all projects to promote active transportation. Implement Safe Systems design to limit the impact of cars when there is a crash. | Thank you for your comment. Project application categories include a Multimodal Elements measure to evaluate how the project addresses walking and biking, and TAB adopts weighting of measures to balance addressing different regional goals. The Regional Pedestrian Safety Action Plan underway is using a safe system approach, and we will look to furthering understanding and use of this approach in the region in our future safety work. |
| 43.9 | Carver County | Outlier scores | Change the scoring guidance for outlier scores to mitigate the negative impact to the top scoring project. | "The Regional Solicitation Introduction includes the following direction in #14: "If there is a high-scoring outlier on a particular measure, the TAC F&P Chair, TAB Coordinator, and Council staff will need to approve prorating the other scores based on the second highest scoring project instead of the top project or similar approach."a. Metropolitan Council staff presented information to the Technical Advisory Committees to show the varied interpretation of this guidance and how it has disproportionately negatively impacted higher scoring projects with often little impact to the distribution of scores. i. Request for Revision: Change this guidance to mitigate the negative impact to the top scoring project. Add language that clarifies at what threshold the outlier approach should be implemented and how to implement it in order create a simplified and consistent approach to changing original project scores. Use a technical statistical analysis to determine if a score (or scores) would be outlier(s). In statistics, outliers are typically 2 to 3 standard deviations from the mean, with 2 standard deviations used for smaller sample sizes such as this case. A project's score would be used to determine its percentile rank of all of the scores on a 0 to 100-point scale. By using this calculation, the highest scoring project would receive 100 points and the second place score would be adjusted upwards due to its percentile rank of all of the projects submitted. This statistical analysis is simple to compute and eliminates the subjectivity of determining an outlier like in past regional solicitations. " | This topic was discussed at length at Funding & Programming Committee meetings. Members ultimately favored allowing for scoring committee members to use their understandings of the process, as opposed to using a formula that may not be applicable to all situations. The discussion led to some interesting discoveries related to the potential for negative impacts on high-scoring projects to be paired with very little impact on the remaining projects. Council staff and scoring chairs are in a position to take a more critical look at the usefulness of individual outlier adjustments going forward. |
| 43.7 | Carver County | Pedestrian safety measure | Revise Submeasure 2 | Change Sub-measure 2: Existing Location-Based Pedestrian Safety Risk Factors for the check box regarding the existing road design speed, posted speed limit, or speed study to at least 40 MPH. | The 30 mph speed limit risk factor is based on an analysis of pedestrian crash data from 2016-2019 that found 63% of our region's pedestrian fatalities and serious injuries happened on streets with speed limits between 20 and 30 mph. Speed limits for the remaining share of fatalities and serious injuries were split with 14% at 35 mph; 9% at 40 mph; 5% at 45mph; and 9% between 50-70 mph. |

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| 43.6 | Carver County | Pedestrian safety measure | Changes to the pedestrian safety measure do not prioritize major investments in pedestrian infrastructure | "Major revisions were made to the Pedestrian Safety measure in the Roadway applications. The changes to this measure do not reflect a priority to score major investments in pedestrian infrastructure with a higher score. The majority of the score is now based on 'Location-Based' risk and exposure factors such as nearby transit and pedestrian generators. Location-based attributes of a project are currently scored elsewhere in the application. The proposed pedestrian safety facilities and the associated roadway type, characteristics, and risk factors being mitigated by the proposed improvements should be the basis for the score.a. The proposed 'Location-Based' risk factors only consider existing roadway configuration and not the proposed roadway facility. The scoring guidance includes an assumption that roadway projects should create an environment for vehicles to drive slower regardless of the pedestrian infrastructure being implemented with a project: ""Regardless of the speed limit, score projects more highly if they include design elements to help motorists drive slowly.""b. The selected 'Location-Based' risk factors exclude the evaluation and prioritization of pedestrian safety investment along high-speed corridors. The selected threshold for scoring purposes is 30 MPH or above. This is not consistent with the extensive technical research and policy guidance that defines higher speed limits of 40-45 MPH+ as higher risk environment for pedestrians (MnDOT, FHWA, LRRB). In addition, assigning the points for this risk factor based on a 30 MPH threshold means this measure will have little to no impact on a project's score. Eligible roadways are A-Minor Arterials, which are highly likely to be at least 30 MPH.c. The proposed Pedestrian Safety measure language does not include a recognition and subsequent prioritization of risks of a higher rate of severe and fatal pedestrian crashes in rural and suburban areas. Instead the revised measure focuses a priority on urban pedestrian infrastructure based on the measurement of proximity to people. i. The scoring structure was developed based on the Regional Pedestrian Safety Plan conducted by Metropolitan Council in 2020-2021. The study concludes that ""Pedestrian crash severity is higher in Rural and Suburban THRIVE Community types; Urban Center crashes are less likely to be severe than those in other parts of the region."" The study also states: ""Most crashes and most severe crashes occurred in urbanized areas; a higher proportion of pedestrian crashes occurring in rural areas resulted in death or serious injury."" Likewise, as part of County Roadway Safety Plan work, MnDOT has identified Pedestrian crashes as the top area above baseline for severe crashes in Rural areas, with an increase of 35% compared to an increase of 12% for all rural crashes." | This topic was discussed at Funding & Programming and Technical Advisory Committee meetings. The goal for the regional pedestrian safety plan and this measure is to prioritize infrastructure improvements to help reduce pedestrian fatalities and serious injuries using a safe system approach. As presented in the above-mentioned committee meetings, the 30 mph speed limit risk factor is based on an analysis of pedestrian crash data from 2016-2019 that found 63% of our region's pedestrian fatalities and serious injuries happened on streets with speed limits between 20 and 30 mph. (Note this does not mean the drivers were traveling at those speeds.) In contrast, 23% of pedestrian fatalities and serious injuries in that time frame happened on streets with speed limits of 40 mph or greater. This doesn't mean faster speed limits are safer but is likely a reflection of having more streets with lower speed limits and more people walking along and across those streets. To make meaningful progress toward saving lives, as measured in the annual targets the region sets for federally-required safety performance measures that include pedestrian fatalities and serious injuries, the region will need to address the significant share of these deaths and serious injuries that are happening on streets with speed limits up to 30 mph. As noted in this comment, speed is a critical element in pedestrian safety. MnDOT's Vehicle Speed factsheet notes that pedestrians hit at 30 mph have a 40% likelihood of fatality or serious injury, while pedestrians hit at 40 mph have a 73% likelihood of fatality or serious injury. The factsheet notes that "each 1 mph decrease in speed reduces the risk of severe injury or death by 3 percentage points." Only prioritizing roads with speeds 40 mph or greater would address a significantly smaller portion of the roadway network where pedestrians are being killed or seriously injured now. The key aspect to differentiating points for projects on the pedestrian safety measure is what each project does to address pedestrian safety in Sub-measure 1. The other two sub-measures act as multipliers. Part of this measure is also education on what we are seeing as risk factors from the data analysis. It's important we have a clear picture of where these crashes are happening in the region to know where improvements should be made; it's not just higher speed roads. To maximize the potential for a project to help the region progress toward its safety goals, areas where pedestrians are more likely to be walking have been prioritized in this measure to evaluate competitive applications for limited federal funding. |
| 43.8 | Carver County | Pedestrian safety measure | Revise Submeasure 3 | Change Sub-measure 3: Existing Location-Based Pedestrian Safety Exposure Factors to include Suburban and Rural highway severe and fatal crash risk factor in addition to or as an alternative to the other factors. | This sub-measure was designed to address where people are more likely to be walking and crossing the street to help prioritize pedestrian safety improvements in those locations as identified in the data analysis done as part of this project. |
| 51.3 | Scott County | Planning for growth, freight and economic development | Scott County is growing and has needs for roadway expansion | Investment in expansion is still needed. Scott County is one of the fastest growing counties in the state. While other counties were able to grow and expand their roads in the last several decades with the help of the regional solicitation, it appears the solicitation is skewing towards investments to the densely populated urban core. Expansion needs are still there to provide a competitive region for business development, job growth, and housing. A recent study has indicated the Twin Cities has the most severe housing shortage in the United States. Scott County is planning for housing growth needed to serve the region's needs, but the County and its cities need to have the ability for those new residents to travel to employment and have employers distribute their goods. | Thank you for your comments. It is important that we continue to invest in all parts of our metropolitan area to meet their transportation needs. In fast growing parts of the metropolitan area, transportation infrastructure also needs to be planned for and constructed. |

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| 8.1 | Michael Brooks, Lake Links Association | Project specific | Support funding for specific trails | Our non-profit was organized in 2017 to secure funding from the Minnesota Legislation and to assist local units of government in the completion of one of many projects identified in a 21 year-old, Met Council approved, regional mobility network plan. Our two most dangerous segments are still not completed; along State Highway 96 along the north side of White Bear Lake between Ramsey Beach and #244, and from #96's intersection with #244 along #244 through Dellwood. Dellwood is a community with no public works facility and has zero experience with building bike and ped infrastructure. They have been assigned \$2.6 million from the 2020 Minnesota Legislature to complete a segment in their community to make whole a 10-mile around-the-lake trail /route for those who walk and bike. I would like to know why non-profits have to raise funds to improve safety on MnDOT-owned roads. It's been explained to me many times that Met Council is a planning organization, yet it has budgets and many talented people. How can our region get your agency, and MnDOT, who owns #244, directly involved in a leadership role to assist Dellwood navigate this project and ensure completion of this long-stalled regional project? I should add that Met Council considers the #244 segment a local segment, not a regional one, which is odd, because it connects two RBTN's...#96 along the north side of the lake and #12 through Mahtomedi / Willernie to get to the Gateway State Trail. | For road and bikeway transportation projects, the Met Council and its Transportation Advisory Board (TAB) only have authority to distribute federal transportation funds to projects proposed by local & state agencies through the biennial Regional Solicitation. The Regional Bicycle Transportation Network (RBTN) is one of multiple criteria used to prioritize regional funds for trails and on-road bicycle facilities. The 2021 RBTN Update process did not receive a proposal for TH 244 to be added as an RBTN route. The next opportunity for local agencies to propose updates to the RBTN will be in spring of 2023 for the 2024 Regional Solicitation. |
| 30.1 | Jason P | Project specific support | Bike and pedestrian safety | I live near the Rockford Road and Zachary Lane intersection in Plymouth. The intersection has a lot of high speed traffic and relatively higher traffic volumes. I have to wonder if there is a history of traffic accidents. There is a large park, an elementary school, church and a regional trail crossing all at this intersection. Pedestrian safety is a huge concern. The elementary school does not allow kids to walk to school south of Rockford Road. I also don't let my kids ride their bikes across Rockford Road to go to the park. Perhaps significant creative traffic control can improve safety for traffic and pedestrians. Thanks! | Thank you for your comment. We have passed along your concern to both Hennepin County and the City of Plymouth. |
| 39.5 | Dave Sanasac | Project specific support | Improve various projects - road and transit | Not a comment on a specific project, but is anyone looking at the entirety of East River Road for improvements? Most of the time the road is 4 lanes wide with 8 foot shoulders and a median. Traffic has been reduced on it over the years and it seems like a great candidate for a rework. The median is also really poorly designed. I drive the entire length of this road (from Main Street in Anoka to Saint Anthony Parkway) five days a week and it is rare when I see less than four people do a U-Turn around the median. If BNSF won't share the tracks, or if the wrong decision gets made and the Northstar gets shut down, why not rework East River Road to have a light rail running down it? The Fridley and Anoka stations could be repurposed as stations for it, and the Foley Park and Ride could be as well. Or maybe just run a street car down the thing and revitalize the businesses that are along it. Something needs to be done to it though. It really is kind of a mess. | Thank you for your comment. We will pass it along to Anoka County for their consideration. |
| 16.1 | Steve Ruprecht | Project specific support | Improving bike and transit | There are many multi family units around 94/Ruth Street in Saint Paul with many of the tenants traveling by foot or bike between the businesses on Suburban Ave or in Sun Ray. There are also many bus routes traveling up and down Ruth. There are also a dedicated bike lanes that in very poor condition. Between the condition of the road and the reckless driving due to the open design of the street some people are choosing to ride their bikes on the sidewalks because they feel safer. With the new sports facilities on Conway our neighborhood has seen an increase in all kinds of traffic that Ruth was never designed to handle. It would make the Conway neighborhood more walkable and bikable if the Ruth/94/Hudson/Suburban intersections along Ruth got a redesign, with traffic taming measures up and down (at least) the Suburban->Minnehaha portion. This would allow more people doing day-to-day shopping, traveling to the new facilitates in Conway park, or commuting to choose safe and efficient modes of transportation. | This feedback will be shared with Ramsey County and the City of Saint Paul, the agencies that would likely submit applications to improve this street. |

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| 6.1 | Kevin Grass | Project specific support | Support for funding Hwy 77 project | Since the late 1980's when traffic was not an issue, as MNDOT was doing it's job. Since then project after project has not eased traffic back up. 35 going North at the Dakota County border it needs to be Four lanes in each direction! All but one bridge has the width to do this now. As you already have that bridge on the schedule Dakota County hwy 50. Then you have the park and ride, put entrance ramps both North and South bound, it might be used more. Put a building over both lanes connected to existing parking ramp. Hwy 77 needs to be extended thru both Apple Valley and Lakeville. Then also extend it North from Hwy 62 to Hwy 55 no on nor off ramps that four miles. A idea to get traffic flowing thru Mpls have Hwy 77 on ramps at 94 with 35W then run Hwy 77 North using old Hwy 88. Instead of merging in with 35W keep it going to Anoka County rd 23 then merge into 35W this will ease 35W stop and go traffic that has been going on for Decades. | Thank you for your comment. There are ongoing study efforts on many of the congested corridors that you referenced that are being led by MnDOT, in cooperation with Dakota/Hennepin Counties, and local cities. These studies will evaluate issues in the study areas such as congestion and safety, and then identify a shared vision moving forward. The Regional Solicitation may be one potential funding source for these projects. |
| 47.1 | Renee Christianson, City of Elko New Market | Project specific support | | <p>The City of Elko New Market, located in Scott County, would like to advocate for programing/funding for the I-35 / Scott County CSAH 2 bridge replacement. The existing 2-lane bridge was constructed in 1963 and has not been expanded since its original construction. There are no existing pedestrian or bike facilities at the interchange. Scott County is one of the fastest growing counties in the state, and the CSAH 2 interchange is the next interchange south of Lakeville, which is one of the fastest growing cities in the state. The City of Elko New Market has seen a greater amount of growth over the past year than in previous years, and has seen a substantial increase in inquiries regarding large scale industrial development around the interchange.</p> <p>In 2016, Kimley Horn designed a Level 1 Layout for an upgraded diverging diamond interchange. The City, County, Township and MNDOT entered into a Memorandum of Agreement regarding the Level 1 Layout. The interchange, in its current state, is beginning to see failing levels of service in peak hours. Anticipated growth in the area will continue to negatively affect the interchange's level of service, and ultimately, the function of I-35 itself.</p> <p>A significant amount of land use and transportation planning has been done on land adjacent to the I-35 / CSAH 2 interchange and the City expects to see development near the interchange in the near future. Regional investment in road and bridge infrastructure is needed to support economic development, freight, employment, and housing that is expected in the surrounding area. The current application process and scoring criteria make it difficult for small cities like Elko New Market to be competitive in the process. Applications are becoming more complicated and more expensive which discourages small cities from applying. Elko New Market's interchange replacement will have a significant regional impact, but because we are a small city we believe our chances of scoring highly are slim, based on the current scoring criteria. We encourage you to reconsider some of the scoring criteria which is based on population.</p> | Thank you for your comment. We encourage you to apply for the Regional Solicitation this funding cycle for this project. Projects are scored on a variety of scoring measures and then compared against similar projects. We encourage you to continue working with other project partners to make this project a reality and to pursue a variety of funding sources. |
| 5.1 | Charles R Steffel, MN350ACTION, Sierra Club | Reduce emissions | Fund EV charging stations at commuter parking lots | We plan to become fossil fuel free. To do so, Commuter lots need added capacity including new smart multi EV charging stations so that combined with LRT and all Electric Buses we create zero emissions from commuting traffic. | The Council and the Transportation Advisory Board support efforts to reduce air pollution and vehicle emissions. The Regional Solicitation includes criteria to evaluate air quality in all but three application categories and has created a new application category, Unique Projects, where emissions and air quality is a primary evaluation factor. This framework should encourage applicants to seek projects that reduce emissions from commuting traffic, but it is up to regional partners to submit projects for consideration. |
| 51.1 | Jon Ulrich, Scott County | Regional framework for investment | Follow the regional framework for investing throughout the region's community types. | The Metropolitan Council's Transportation Policy Plan lays out a framework for future investment in the "Entire" region. The regional solicitation should be following this framework; however, the overall criteria being used is skewing investment to benefit the smallest and densest part of the region and ignoring a vast majority of the land area in the region. Suburbs, small stand-alone communities, and rural areas are not able to compete with any proposed project in Minneapolis and St. Paul the way the criteria has been developed and changed over time. | The Regional Solicitation is developed to with a goal of balancing selecting projects that meet regional priorities, providing measures that can rate the projects against each other, and the ease of completing the applications. An evaluation of solicitation is completed after each round and the measures are reviewed and revised to balance regional differences yet meet regional priorities. |

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| 51.4 | Scott County | Roadway investment | Trail/pedestrian and transit elements are included in roadway projects and should not be discounted. | With every regional solicitation road project there is a trail/pedestrian or transit element as part of the road project. These elements are in the road projects due to the criteria that was set up providing points to projects that have these additional elements. These investments are not well documented when it comes to comparing investment between the categories. Road projects often provide new trails or sidewalks where none existed before. Road projects provide better crossings of roads like new signals or grade separation and provides ADA crossings where none existed before. Public right-of-way is a lot larger and more costly to acquire due to providing other modes than just a road. The funding levels for roads should not be reduced in favor of more bike/ped/transit investment. Well-designed road projects provide countless benefits to the other travel modes but it is not well documented. | The Principal Arterial Intersection Mobility Study, Phase 2, will complete a before-and-after analysis on several roadway projects in 2022 and help to document the multimodal investments made as part of these projects. |
| 36.1 | Grady Jenkinz, PBA | Safety | Build less roads, improve safety | What have you guys done in the past thirty years that's actually improved the city besides building the blue and green line? (Which should've taken five years, max). There is zero vision in this organization or really anywhere in the Twin Cities when it comes to transportation. Have you guys ever come up with a big idea? Or are your collective heads too deep in your asses to think of anything? You know what's a good way to reduce crashes? Have less roads. Why does every road need to be for cars? Could you guys even take one road out of commission to create a park and/or pedestrian zone or do you just love cars that much? The planning in this city makes it seem as if you folk are paid off by major automakers. How many more roads do you need to "invest" in? Why isn't there a way to get from downtown Saint Paul to the airport by train? Why is there a giant highway interchange right next to the Vikings stadium? Why is there no highway cap in Saint Paul? What have you guys done to make it enjoyable to get from downtown Saint Paul to the cathedral or capitol? Why do you guys suck so much? The Twin Cities could be an innovative city that tries new things, but no, we'll continue to be looked down upon by the rest of the country until we can do something big and different. Take your highway statistics and shove them up your asses. | Thank you for your comment. We are starting work on the 2050 Transportation Policy Plan and we encourage you to be involved with this process to shape the region's transportation system. As part of the 2020 Regional Solicitation, the TAB funded four "road diet" projects that reduced the number of lanes on these four corridors and while adding multimodal elements. |
| 27.1 | Joe Steinbronn | Safety | Build out safe bike infrastructure, more bike river crossings, increase safety for all modes | The single greatest investment that would achieve the stated goals of "reducing crashes, expanding access to all travel modes, and improving air quality" would be to complete the Midtown Greenway between the eastern-most terminus in Minneapolis and the western end of Ayd Mill bike path in Saint Paul. There are few Mississippi River crossings between Minneapolis and Saint Paul, and those that currently exist (Lake/Marshall and Ford Parkway) require a significant diversion for cyclists. A continuous Midtown Greenway connection would provide a safe walking and biking route across the Mississippi River and enable a wider range of commuting, commercial, and recreational opportunities for residents of either city. | Thank you for your comment. When agreements can be reached between the cities and the operating railroads in this corridor, this Midtown Greenway connector will be well positioned for potential federal transportation funds distributed by the TAB through the Regional Solicitation; the corridor bridge connection is a Tier 1 (highest priority) RBTN corridor and the line between the river and the Ayd Mill Rd bike trail is a Tier 2 RBTN corridor. |
| 39.2 | Dave Sanasac | Safety | Improve safety at intersections | We should invest in traffic signals that have staggered start times for different modes of transportation. Right now the light changes and everyone goes at once. It should be that if a pedestrian comes up to a cross walk, the Walk signal changes first. About 5-7 seconds later a signal for cyclists changes to green. And about 5 seconds after that the light changes green for the cars. This way not everyone is in the intersection at the same time. Also, the crosswalks should be raised to sidewalk level. This would improve ADA access to the sidewalks by eliminating the need for pedestrians to step up and down at every intersection. It would also create a speed bump for motorists at every intersection (also making it clear that they are entering a space for people - not the current message that people are invading the car area), which could help reduce traffic speeds and hopefully reduce the severity of the injuries if a car does hit a pedestrian. | Some of our local agencies have been implementing what's called a Leading Pedestrian Interval, where the walk light changes first to give pedestrians a head start in crossing the street, like what you describe. While signals specifically for cyclists are less common in the region, there are some in use on facilities such as Washington Avenue in Minneapolis and the Capital City Bikeway in Saint Paul. The crosswalk treatment you describe is also one that may be less common but has also been implemented by local cities in different locations. The Council is working on a Regional Pedestrian Safety Action Plan, which will identify countermeasures local agencies can use to help address pedestrian safety, such as some of the ones you describe. Decisions on which treatments are appropriate are made at the project level by the local agencies responsible for the facility. |

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| 39.3 | Dave Sanasac | Safety | Improve safety at intersections | <p>Made a similar comment in the Pedestrian Facilities section, but we need to invest in staggered traffic lighting based on mode of transportation. The walk signals should change first, then after a few seconds a green light for cyclists, then a few seconds after that a green light for the cars. This gives pedestrians and cyclists time to clear the intersection before the cars enter.</p> <p>Please look into rail with trail options if the railroads won't share the space with LRT or transit lines. And just in general approve every cycling path that comes your way.</p> | "Staggered street lighting" as described would need to be implemented by the local or state road authority; however, the concept of advance green signals for bikes, pedestrians & other non-vehicular modes could be considered as a new strategy in a future Transportation Policy Plan (TPP) update. "Rail with trail options" have been & are being considered by planning agencies along active rail corridors; historically, these proposals have not been well received by the railroads but such opportunities will continue to be pursued. |
| 39.4 | Dave Sanasac | Safety | Improve safety at intersections | <p>Made a similar comment in the Pedestrian Facilities and Bicycle Facilities sections, but we need to invest in staggered traffic lighting based on mode of transportation. The walk signals should change first, then after a few seconds a green light for cyclists, then a few seconds after that a green light for the cars. This gives pedestrians and cyclists time to clear the intersection before the cars enter.</p> | Staggered street lighting as described would need to be implemented by the local or state road authority; however, the concept of advance green signals for bikes, pedestrians & other non-vehicular modes could be considered as a new strategy in a future TPP update. |
| 40.1 | Benjamin Park | Safety | Increase bike and pedestrian safety | <p>Our greatest problem is bike and pedestrian safety. The region needs to prioritize decreasing car speeds, narrowing streets where possible, and using highway funds only for maintenance, not expansion. Please help counties and cities coordinate: an intersection near a school near me was up for redesign by Ramsey county, and instead of prioritizing child safety, county engineers prioritized traffic flow. This is unconscionable.</p> | Thank you for your comment. The Council is working on a Regional Pedestrian Safety Action Plan to help identify ways to address this issue, and we have a follow up safety study planned that would include bicyclists. We have shared your comment with Ramsey County about their recent project. |
| 52.4 | Anoka County | Safety | Support increases points for safety for Spot Mobility and Safety Projects | <p>We support the decision to increase the points awarded to Measure 4 (Safety) for Spot Mobility and Safety projects. Safety for all roadway users is a top priority for Anoka County, particularly at higher traffic volume intersections, which are the focus of this funding category.</p> | Comment acknowledged. The Council continues to work on improving safety in the region through many efforts beyond the Regional Solicitation. |
| 53.1 | Stuart Knappmiller, professional retired volunteer | Safety, public health | | <p>As a Ramsey Washington County Water Steward, member of uncounted environmental groups beginning in 1971 and a grandfather of two "persons with wombs" I've been aware of what 5 decades later most accurately would be called Climate Chaos, I am deeply concerned about the earth we are manufacturing for future peoples. At 19 I worked in the nonunion Gilman CO mine, which is now a Superfund site. My partner and I were lucky as we had just moved our ore cars out of the drift where the back came down on the rails. The next summer I worked in the second largest underground mine in the world at Climax CO. Drove an electric locomotive with 20 ore cars behind it out of the mine to the mill. Those summers more than paid for 4 years of college. Around graduation in 1971 we had a WI founded event called Earth Day. At the same time Amory Lovins was explaining to us that conservation was the best way to stop pollution. We pretty much ignored him and built out our suburbs to accommodate folks who want big pollinator free lawns. Folks like us bought in the city, giving up those vast views we grew up with as farm kids. In the meantime our government worked with the corporate world to continue to destroy the earth as we've known it. What we do today will be around decades from now. What will an EV future look like? Will we be able to live with less asphalt and concrete? Can people use electric bikes to commute if we provide them roads without deadly cars? Does it make sense to continue the build out of our past transportation network? Did it help me you created 35E's extra lane? Is there less pollution along that stretch of road? Surely that was the consideration used to construct the extra lane? I drive for the Center for Victims of Torture. The expansion of "freeways" in all directions from our Twin Cities has happened in my adult life. Its time to turn around. As in the Lenten U turn, we owe it to those who live near our roads to care for their health. I used to drive to 3M's sales Center in Eagan on a gravel road when I needed to drive my own car. We van pooled from N St Paul there when 3M was pretending to care about our environment. Back when the first environmental engineers were being hired. When I look at taking transit to a destination, I often find I can bike there as quickly. If I had a safe route to bike why would I take the inefficient transit of today? Of course, I drive there mostly. We're all in a hurry, yes?</p> | Thank you for your comments. We share your concerns around protecting our natural resources, mitigating our impacts to the climate and the importance of coordinating land use with transportation systems. The Metropolitan Council is investing in improving transit, bike and pedestrian networks. We also see opportunities with electric vehicles to further reduce greenhouse gases. We prioritize using highways more efficiently to move more people before considering any highway expansion. |

| # | Commenter | Topic | Summary | Comment | Response |
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| 51.7 | Scott County | Scoring Committee | Scoring committee members should be from Funding & Programming and TAC Planning Committees | Only members of Council's transportation related committees should be scoring the solicitation. The solicitation has morphed away from members on Funding and Programming and TAC Planning to adding more and more staff from the Metropolitan Council and MnDOT. The scoring committees should be set up from only members of the committees. Having people outside the committees to score creates confusion as they are not part of the development of the solicitation criteria thus do not have background in scoring intent. | In recent Solicitations, well over 50 volunteers have been used and some technical committee members do not wish to participate. Further, there are some measures for which we leave the committee membership to identify and use topical expertise. This has included bridges, crashes, public outreach, housing, equity, multimodal elements, and Safe Routes to School. |
| 43.10 | Carver County | THRIVE Community Designation types, buffer distances | Using standardized of 1-mile to measure potential usage measure does not accurately capture facility usage in Suburban, Rural, or Rural Center communities | Project impacts are inaccurately measured by applying standardized buffer areas for all THRIVE Community Designation types. Standardized buffer measurements are incorporated throughout the Regional Solicitation and disproportionately disadvantage Suburban, Rural, and Rural Center communities by assuming all projects impact the same standard distance of area regardless of Community Designation and nearby roadway network.a. Multiuse Trails and Bicycle Facilities Category: Criterion 2A. Potential Usage - Existing population and employment within 1-mile i. Using a standardized buffer area of 1-mile to measure potential usage measure does not accurately capture facility usage in Suburban, Rural, or Rural Center communities. It does not capture usage for bicycle and pedestrian facilities that serve as the primary connection between communities or where the facility may serve as the only bicycle and pedestrian option for many miles. Likewise, it overestimates usage in Urban and Urban Center project locations that likely have multiple available bicycle and pedestrian facility options within 1-mile. | "Potential Usage" is difficult to measure for a modal network that, unlike roadways, is not built out. The one-mile buffer is an approximation to how far users are likely to travel in order to access an improved bicycle facility, a threshold that is not likely to have a lot of variation related to urban vs. rural location. Further, that one-mile buffer captures the entire population of any census tract it comes in contact with. Tracts tend to be larger in less densely populated areas. |
| 43.11 | Carver County | THRIVE Community Designation types, buffer distances | Revise criteria that use a standard buffer distance across all THRIVE Community Designations to calculate a project's impact. | "b. Roadway Categories: Equity and Affordable Housing i. This measure uses a standardized buffer area of ½ mile of the proposed project to measure a project's impact on equity and affordable housing. The ½ mile buffer area assumption is based on a project in an Urban Center or Urban THRIVE Community Designation area where the roadway network is dense and people more than a ½ mile away from a project are likely to use a different roadway. Projects in THRIVE Community Designations of Suburban, Rural, and Rural Center, however, impact people more than a ½ mile from the project area. With the buffer area limited to a ½ mile for these communities, many impacted by the project are excluded from being assigned value. The result is equity and affordable housing populations are not counted, even though the proposed project is likely to have a major impact on their community. Request for Revision: Revise criteria that use a standard buffer distance across all THRIVE Community Designations to calculate a project's impact. Incorporate more accurate buffer distances based on the project location and THRIVE Community Designation. Use the buffer spacing from the Regional Bicycle Transportation Network and Regional Bicycle Barrier Study as an interim solution for the subject solicitation: ½-mile for Urban Center communities, ¾-mile for Urban communities, 1-mile for Suburban communities, and 2-miles for Rural and Agricultural areas. " | Similar comments arose when the Equity and Affordable Housing criteria changes were presented to TAC; staff revisited this topic and maintained the ½ mile buffer distance is appropriate. The Regional Solicitation Mapping Application reports demographics by Census tracts which intersect a ½ mile buffer – in suburban and rural areas, tracts frequently reach beyond the ½ buffer distance and capture a larger area. The revised scoring criteria is less reliant on quantitative measures and focuses on applicants telling the story of their project and connecting equity population benefits and engagement to the project. TAC did not amend the buffer distance in the scoring guidance. |

| # | Commenter | Topic | Summary | Comment | Response |
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| 44.1 | Kurt Chatfield, Dakota County | Tier 1 corridor alignment scoring | Tier 1 corridor alignment scoring | <p>The Dakota County Board of Commissioners offers the following comments (also submitted in a letter addressed to Chair Zelle) :</p> <p>Thank you for the opportunity to comment on the Regional Solicitation process, and the Regional Bicycle Transportation Network and Regional Barriers Update. The Dakota County Board of Commissioners respectfully submits the following comment:</p> <p>Please consider designating all existing and proposed Regional Greenways/Trails that are designated as part of the Regional Bicycle Transportation Network as Tier 1 corridors.</p> <p>Regional Greenway/Trails are the backbone of bicycle transportation in Dakota County. These facilities connect people to schools, shopping areas, employment, and of course parks. Dakota County and the region have made significant investment in the Regional Greenway/Trail system and much more investment is needed. In Dakota County, Regional Greenway/Trails are designed with grade separated crossings to separate bicyclists from high speed motor vehicles, creating a safe and inviting environment for bicycling. Regional Greenway/Trails such as the Veterans Memorial Greenway, are good examples of bicycle corridors that connect our communities to regional destinations in a direct and efficient non-motorized way. They should have a Tier 1 designation.</p> <p>The Dakota County Board of Commissioners appreciates the opportunity to submit these comments to improve the regional solicitation process. If you have any questions about our comments please contact County Planning Manager Kurt Chatfield (952-891-7022) or at kurt.chatfield@co.dakota.mn.us.</p> | <p>The RBTN, developed through the Regional Bicycle System Study and adopted through the TPP 2014 update, is a network of on-street bicycle facilities and off-road trails that facilitates daily bicycle travel to and between regional destinations and the regional transit system. In 2021, measures developed and recommended in the RBTN Guidelines and Measures Study were applied during the RBTN Update Process to evaluate agency-proposed updates. Through that process, Dakota County submitted six proposals, two of which were regional trails. All updates were accepted as proposed or with mutually agreed upon revisions. Met Council will continue to update the RBTN every two years and will consider accepting new regional trails (as well as other trail and on-street bikeway proposals) on a case-by-case basis, as proposed by agencies and according to the evaluative measures that have been established.</p> |
| 18.1 | Nicholas Studenski | Transportation for low-income individuals | Increase non-road transportation | <p>I would like to more easily navigate within the metro, and between regions of the state without driving. Low income people in the US spend 30% of their income on transportation, much more than the 8% average in other developed counties</p> | <p>Thank you for your comment. The modal funding ranges are reviewed, discussed and adopted as part of the application approval process. In this cycle, the modal funding ranges were discussed over several months by the TAB, which ultimately determined to leave the ranges similar to the 2020 Solicitation ranges as shown in the draft application. There were a number of arguments made in favor of not adjusting the funding midpoints and ranges:</p> <ul style="list-style-type: none"> • Regional balance is important for the TAB and transit, bicycle, and pedestrian demands are not as great in some parts of the region • Parts of the region are changing from rural to urban and require investments in roadways to support this underlying land use shift • Roadway projects often include improvements for other modes, particularly bicycle and pedestrian accommodations • The recent shift in the funding midpoints and ranges in 2020 has only gone through one cycle of funding applications and should go through at least one more before being changed • The funding ranges allow for enough flexibility to increase funding for transit and bicycle and pedestrian projects based on the application submittals. <p>TAB will review the public comments received on the draft application and determine whether to make any changes based upon these comments.</p> |
| 22.1 | Bennett Hartz | Blank | Blank | No comment included with the submittal | |



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