

# 2040 TRANSPORTATION POLICY PLAN

*PUBLIC COMMENT REPORT  
AUGUST 14 THROUGH OCTOBER 1, 2014*



**METROPOLITAN  
C O U N C I L**

## Comment Overview

The 2040 Transportation Policy Plan Public Comment Report summarizes the comments received on draft 2040 Transportation Policy Plan. The draft plan was released for the purposes of public comment on August 14, 2014 and comments were accepted through October 1, 2014. During that time the plan was available on the Council's website and through printed copies as requested.

Ten open houses were held throughout the region to explain the plan to residents, government staff, and elected officials. A public hearing was held at the Metropolitan Council's offices in downtown St. Paul on September 17, 2014. A list of the people who testified is included and a video record of the proceedings is on the Council's website. The following spreadsheet summarizes the comments received, who made the comment, the staff response to the comment, and any text changes made to the Transportation Policy Plan before the plan was adopted. In some cases the text changes to a chapter were significant and cannot be reflected in the spreadsheet; these comments are referenced as such.

A total of 126 commenters participated, consisting of 38 local governments, 23 agencies or non-profits, 64 individuals, and one state legislator.

A written record of all of the comments made via letter, email, or on the phone is available from the Metropolitan Council upon request.

## How To Use This Document

This document is quite large and is not intended to be printed.

The following spreadsheet summarizes the comments received, who made the comment, and the staff response to the comment. There is also an index of all comment contributors with an identifying number attached. Many people made similar comments so a generalized summary of comments is preceded by the identifying number of the persons or groups who made the comment.

In order to find the comments of a resident or group, follow these steps:

- 1) Look for an individual or group name on the List of Commenters spreadsheet.
- 2) To the left of the name is their commenter identification number.
- 3) Hold down the "control" key on the keyboard and hit the "F" key at the same time.
- 4) Type in the commenter identification number, and hit the Enter key.
- 5) Your document software will identify all comments that were made by that commenter.



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Commenter ID #	Sender
1	Fridley Staff
2	Margaret Beele
3	Matthew Stenberg
4	Scott Engel
5	Scott Engel _phone
6	Bill Brown
7	Carolyn Wolff
8	Chris Kurle
9	Randy Stern
10	Crystal Staff
11	Carver County Staff
12	David Baur
13	David Matthew Levinson
14	Anders Imboden
15	City of Eagan
16	Jerry Rich
17	Brendon Slotterback
18	City of Ramsey
19	City of Shakopee
20	Region 7W Transportation Policy Board
21	Ramsey County
22	Joan L Knuttila
23	Thomas and Jan Hansen
24	Bruce Corrie_Ethnic Capital
25	City of Saint Paul
26	Perry Plank
27	Five Counties -- Carver, Anoka, Washington, Dakota, Scott
28	City of Bloomington
29	Claudia Feugle
30	City of Belle Plaine
31	SouthWest Transit
32	Carver County Staff
33	Michelle Leonard
34	Nick Steffel
35	Ralph Wyman - Minnesota Unitarian Universalist Social Justice Alliance
36	Saundra Riha
37	Southwest Corridor Transportation Coalition
38	Bryan Milbert
39	Claire Bootsma
40	Jeff Brown
41	Clifton Ware_Citizens for Sustainability Bike-Walk Team St. Anthony Village
42	Nathaniel Moore
43	Terence Steinberg
44	Deborah Alper
45	Ian Stanford
46	Jamie Peterson

47	Kathy Low
48	Liliana Petite
49	Pat Gh
50	City of Anoka
51	City of Rosemount
52	Jeff Brown
53	Mickiel Fedde
54	City of Apple Valley
55	Helen Duritsa
56	Holly Jenkins
57	Jennifer Harmening Thiede
58	Juana Sandoval
59	Suburban Transit Association
60	Thriee Rivers Park District
61	Metropolitan Airports Commission
62	Carol-Ann Bloom
63	Kevin Somdahl-Sands
64	Bill Lindeke
65	MVTA
66	Andrew Shawd
67	Brett Hussong
68	Catherine Zimmer
69	Catholic Charities of Saint Paul & Minneapolis
70	City of Brooklyn Park
71	City of Burnsville
72	Sierra Club
73	City of Maple Grove
74	Chandra Lalla
75	City of Eden Prairie
76	Anne White
77	Anthony Marcinek
78	Barb Yarusso
79	Debbie Meister
80	Brian Finley
81	Erik McDonald
82	Joan Pasiuk
83	John Edwards
84	Nathan Olson
85	City of Hampton
86	Thatcher Imboden
87	Saint Paul Area Chamber of Commerce
88	ISAIAH
89	Jim Kumon
90	Minnesota Department of Health
91	City of Plymouth
92	SCALE
93	Kjensmo Walker_Citizens for PRT

94	Joe Lampe
95	James Jenkins
96	Katie Schmitt
97	City of Woodbury
98	Martin Kubik
99	City of Burnsville
100	City of Ramsey
101	City of Prior Lake
102	Anoka County
103	Michael Petesch
104	City of Richfield
105	Steve Ficker
106	Gateway Corridor Commission
107	Jack Cann_Housing Preservation Project
108	City of St. Mary's Point
109	City of Minneapolis
110	City of Victoria
111	Hennepin County
112	The Minnesota Transportation Alliance
113	City of Lakeville
114	Penny Lane_ phone
115	Thomas and Janice Hanson_phone
116	Carver County
117	Metro Cities
118	Counties Transit Improvement Board
119	Dakota County
120	Transit for Livable Communities
121	Doug Olson
122	MnDOT
123	West Lakeland Township
124	Midtown Community Works Partnership
125	City of Elko New Market
126	Minnesota Center fro Environmental Advocacy

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
109	Introduction	General	p. 2, Paragraph 5 – Need to add a more deliberate statement about encouraging growth in jobs and population along our major transportation investments.	Comment acknowledged. Language linking growth to major transportation investments from Thrive MSP 2040 will be inserted into the introductory section of the plan.	Page 2, adjust the text as follows: Thrive MSP 2040 calls for both greater correlation between regional transportation investments and community development and land use, and greater investment in our transportation system to provide the choices the region's residents need for the next 30 years. <u>Specifically, Thrive MSP 2040 calls for the Council to work with municipalities to align development patterns and transportation investments by focusing growth and investment along corridors with strong potential for job and population growth.</u> To advance this vision, our region needs to take these important steps: Page 36, insert the following paragraph as the final paragraph on the page: <u>The intersection of land use, urban form, and the transportation system shapes the effectiveness of stewardship of transportation investments. The Council will work with municipalities to align development patterns and highway investments by focusing growth and investment along corridors with strong potential for future transit or managed lanes. Areas outside these corridors may continue to develop but will receive only limited investments from federal or state sources for new or expanded highways.</u>
122	Introduction	General	In the intro section, page 4 mentions the Current Revenue Scenario and breaks it down into three main categories: local transportation, state highways, and transit. When the increased revenue scenario is discussed on page 5, this breakdown isn't as clearly stated, making comparisons difficult.	The text will be clarified to identify the breakdowns for the highways and transit categories. We do not include specific information for local transportation in the Increased Revenue Scenario.	Page 5, insert following sentence (and adjust following paragraphs to avoid redundancy): <u>Under an Increased Revenue Scenario, the region has an unmet funding need totaling in excess of an additional \$8-10 billion for state highways and an additional \$7-9 billion needed for transit investment.</u>
109	Introduction	General	p. 4, Paragraph 8 - This section should include a summary of the potential acceleration of modern streetcar projects within the current revenue scenario, as described on page 251 of the Transit Investment Chapter and page 53 of Part I, similar to the summaries of other transit priorities within the current revenue scenario.	Comment acknowledged. Streetcar policy is not a focus of this plan, which is why there's no high-level discussion of it in the executive summary. References to streetcar policy are appropriate where noted (page 53 and page 251).	

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109	Introduction	General	p. 128, Paragraph 6 – Population and employment forecasts need to be updated to reflect land use/investment scenarios discussed in Thrive 2040. Having just one set updated every 10 years (as stated here) is not sufficient or reflective of the impact of the policies in this plan. There needs to be a relationship between forecasting and planning for the growth forecasted, rather than planning with the assumption that forecasts will be the same (in level and distribution) no matter what else is done.	The Council agrees with the overall message of the comment. The draft wording does not fully capture the extent and responsiveness of the Council's forecasting. Forecasts will be revised as new land use policy, transportation policy, and census information becomes available; see updated text in the final document. However, please note that the current forecasts do reflect the land use/transportation investments described in the <i>Thrive MSP 2040</i> and the <i>TPP</i> .	"The household, population and job forecasts were developed in close coordination with the future transportation system described in the Transportation Policy Plan. The Council will update local forecasts as new land use and transportation policies emerge, and as new demographic data become available. <u>More information on forecast development is available in <i>Thrive MSP 2040</i>. The forecasts and <i>Thrive</i> policies and land use strategies also serve as the springboard for planning by each community for its local infrastructure and land use needs. The local comprehensive plans must coordinate key elements: forecasted growth, planned land use, residential and employment densities and infrastructure plans."</u>
109	Introduction	General	p. 5, Paragraph 1 –The term “regional mobility improvements” should be defined somewhere in the document.	Comment acknowledged. An extensive discussion of the different types of regional mobility improvements is included in the Highway Investment Direction & Plan in Part 2 of the document.	
109	Introduction	General	p. 5, Paragraph 5 – Regarding climate change, there are adopted goals for state agencies to operate under. Will those goals apply to the Metropolitan Council or will there be new evaluative measures adopted as part of this document?	Though the Council is not a state agency, both Thrive MSP 2040 and the Transportation Policy Plan include the reduction of greenhouse gases in line with the state goals from the Next Generation Energy Act among its central issues. In addition, the Work Program includes an inventory of greenhouse gas emissions and a study of specific strategies to reduce emissions in both the short- and long-term timelines.	
109	Introduction	General	p. 9, Paragraph 1 – The plan should acknowledge that people’s existing transportation choices are constrained by our current transportation infrastructure. As the infrastructure changes, so do people’s transportation options and choices. (For example, the investments in bicycling and walking infrastructure through the NTP program led to substantial increases in cycling and walking in Minneapolis.) Thus, current transportation patterns, which are heavily dependent on autos, should not necessarily dictate future transportation investments.	Comment acknowledged. Paragraph added to address concern.	New first paragraph, page 9: <u>It goes without saying that the choices our region's residents make are dictated by the transportation system we have. Trends and travel patterns have changed as choices have improved, and the most recent data of travel behavior in the Twin Cities region show that more people are choosing alternatives to driving. Though driving is still the dominant choice in our region, population and job projections for the next 30 years indicate the need for continued investment in other modes to assure our region has robust choices to meet those needs.</u>



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109	Introduction	General	p. 9, Paragraph 4 – Many people may not find it surprising that a larger percentage of trips are for social and recreational purposes than for work. There is a significant percentage of the adult population that is not actively in the workforce. Based on type of trip, are there different strategies to encourage use of alternative modes of transportation? It is worth noting that we are still planning with the assumption that most trips will be by automobile.	Comment acknowledged. This plan discusses planning for all the modes extensively and does not focus overly focus on automobile trips - this system is well developed and mature as compared to the transit and bicycling systems that are still under development.	
109	Introduction	General	p. 10, Paragraph 2 – The data link income and transit ridership, but describes this as related to auto ownership. It might be better to say access to a car rather than income, as this is a better indicator. (Lack of car does not equal low income.)	Comment acknowledged. Text edited to reflect intent.	New beginning to paragraph, page 10: Besides convenience, <u>the cost associated with car ownership and driving</u> influences transit use.
109	Introduction	General	p. 10, Paragraph 4 – Thank you for addressing driver assistance technology. This section should note that driverless technologies could have an enormous positive impact on pedestrian and cyclist safety.	Comment acknowledged.	
109	Introduction	General	p. 11, Paragraph 1 – While social networking for transit trip planning has value, the aforementioned frequency of service is much more important. Frequent service and appropriate land use negates the need for knowing when trips are occurring.	Comment acknowledged.	
109	Introduction	General	p. 15, Paragraph 4 – The link between the Great Recession and a decline in driving has not been fully established. It is possible that other factors contributed to this change as well. This should be acknowledged. If it is only linked to the economy, there should be an upward trend in driving since the recession has ended – has this been the case?	Comment acknowledged.	
109	Introduction	General	p. 16, Paragraph 3 – Agree that “freeway-building growth patterns are unsustainable.” Investments in transit and other multimodal transportation help to support a more sustainable transportation and land use system for the region.	Comment acknowledged.	
109	Introduction	General	p. 16, Paragraph 4 – Growth projections indicate that growth will continue to spread outwards. However, strong policy can support focusing and concentrating growth in transit oriented areas, to help shape this future.	Comment acknowledged.	
109	Introduction	General	p. 17, Paragraph 4 – The plan assumes that congestion is an inevitable result of growth. However, focus on long term policy and travel mode shifts may result in a different future.	Comment acknowledged.	
109	Introduction	General	p. 18, Paragraph 2 – While providing affordable options is an important goal, it is also important that the accounting of the costs of transportation investments takes into account indirect costs and benefits on the region in terms of economic, environmental, and social impacts. Maintenance and other	Comment acknowledged.	

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			life-cycle costs should also be taken into account.		
109	Introduction	General	p. 20, Paragraph 1 – This plan should document the reasons that overall travel is expected to increase, particularly since there are many trends working to counteract this (e.g. e-commerce, cost of transportation, aging, cost of housing, etc.)	Comment acknowledged. In addition to the information contained in this section identifying the high-level impacts that cause increased travel, specific analysis to project travel in the region in 2040 is included in the Highway Direction & Plan in Part 2.	
109	Introduction	General	p. 22, Paragraph 4 – This plan rightly identifies that the current development pattern, and its consequence of auto dependency for many residents, is an equity issue – just as much as transit dependency. This has implications for both land use and transportation planning. A dispersed growth pattern will further exacerbate these issues.	Comment acknowledged.	
109	Introduction	General	p. 22, Paragraph 6 – We support the statement “To the extent the region can seize these opportunities and plan for land use and development patterns that support transit, bicycling, and walking, and allow for multiple modes will determine its long-term success within reasonably available financial resources.” The Metropolitan Council should provide strong policy guidance in support of this direction and provide financial incentives through funding priority where possible.	Comment acknowledged.	
109	Introduction	General	p. 23, Paragraph 1 – The sentence “.....has an extensive bus transit system that serves the region’s urban center relatively well, but has room for improvement....” seems to go against what both Minneapolis and Metropolitan Council have been hearing recently from North Minneapolis both as part of the discussions related to SWLRT and those when the Bottineau LPA was selected.	Comment acknowledged.	
109	Introduction	General	p. 31, Paragraph 5 – It would be helpful to have a map of the 42 job concentrations included. How was the 7,000 jobs at 10 jobs/acre threshold determined? Is this related to the minimum density for transit service?	Comment acknowledged. A map of the job concentrations will be included in the Land Use chapter later in this document. More detailed information about the densities in the introductory part of the document can also be found in the Land Use chapter.	
109	Introduction	General	p. 34, Paragraph 5 – What are the possibilities for bicycle and pedestrian facilities that promote healthy living? Where are the opportunities to make these projects happen?	Comment acknowledged. Later sections of the plan address bicycle investment strategies and future analysis of healthy living options.	

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109	Introduction	General	p. 35, Paragraph 2 – The number of bicycle and pedestrian crashes seems to be more related to the safety goal rather than to the healthy environment goal, especially because the safety goal refers to all modes of transportation. In this and other sections in Part D, there are several instances where increasing both rates of use of non-motorized transportation and bike/pedestrian infrastructure are mentioned; however, these modes are mostly excluded in the examples of performance measures. We recommend adding example performance measures related to 1) rates of non-motorized transportation (trips to work AND other trips as well), and 2) measurements of new or improved bike/pedestrian infrastructure (such as miles of bikeways and sidewalks, new pedestrian crossings, etc.) The only example performance measure related to bicyclists and pedestrians is the number of bike/pedestrian crashes in the region. While measuring bike/pedestrian safety is vital to improving safety for these modes, simple counts of bike and pedestrian crashes won't indicate whether roads are getting safer for bicyclists and pedestrians. Total numbers of bike and pedestrian crashes might increase while rates of crashes simultaneously decrease. In this scenario, the trend in number of crashes might indicate that biking and walking are getting less safe, while the rates would indicate that using these modes is actually getting safer. We recommend changing these example performance measures to rates of bicycle and pedestrian crashes.	<p>The measures in the introductory section of the plan were included as possible examples to illustrate what might be used. To see the actual measures used for each evaluation, go to the Transportation System Performance Evaluation chapter later in the plan. In that section, Table A-10 reports both number of crashes involving bicycles and the rate of crashes per capita.</p> <p>Performance measures will continue to be developed and refined under the Work Program item "Identifying and Refining Performance Measures for Planning and Programming". This TPP is a first step in converting the plan to a performance based format and it was recognized that additional work was needed on the performance measures.</p>	
109	Introduction	General	p. 37, Paragraph 2 – Transit oriented development is defined here as just housing and retail. However other uses, including office, institutional, and industrial, should be part of this as well. Jobs are needed in transit-oriented areas – particularly as one of the plan's major goals is access to job centers. This could also reference the land use chapter section on transit supportive densities.	Comment acknowledged. The revised plan will include a broader definition.	Page 37, first bullet: <u>A mix of housing choices, retail, and other commercial uses around station areas, known as transit-oriented development.</u>
109	Introduction	General	p. 42, Paragraph 3 – While the highway system has resulted in a number of benefits to the region, it might also be worthwhile to highlight some of the drawbacks and challenges – including unsustainable travel and land use patterns.	Comment acknowledged.	
50, 69, 109	Introduction	General	p. 44, Paragraph 2 – Should note that facility design is very important for pedestrian and bicycle facilities, not just their location and connectivity. This is especially true because not all types of users will feel comfortable on all types of facilities.	Facility type and design are important to the regional system. The Bicycle and Pedestrian section of Part 2 discusses specifics of different facilities on the system.	

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109	Introduction	General	p. 51, Figure 1-3 – Need to define the terms in the legend on the map in Figure 1-3, or link to a location in the plan that does.	The terms are defined later in the plan. Will include a note directing folks there.	Page 51, under the figure: Additional information about these investment categories can be found in the Highway Direction & Plan section of Part 2 of this plan.
109	Introduction	General	p. 61, Paragraph 3 – While most of the topics regarding equity describe how concerns are addressed, the safety one doesn't. How will this be addressed?	Comment acknowledged. The safety considerations cited here are explicitly addressed in the proposed Work Program item for an Equity Analysis for Transportation, as well as the description of this analysis in the Equity & Environmental Justice section later in this plan.	
25	1	General	Part II: Existing System Part of the narrative that has been left out of the existing system section is the public subsidy that created “affordable, developable land” with the introduction of the automobiles. This includes the creation (not passive “introduction”) of freeways as well as our country’s mortgage policies and subsidization of the automobile industry.	The primary purpose of the existing system section is to describe the modal facilities that exist today, not the history of how and why they were built, because the vast majority of future facilities are already existing. Describing the preservation, operation and improvement of these existing facilities into the system we will have in 2040 is the basic for reason for preparing this plan	
102	1	General	We suggest that the Metropolitan Council insert a map of the region that identifies the coverage areas for each of the TMOs. The inclusion of information for each of the TMOs is also recommended.	A list of TMOs and the areas they serve will be added to the Existing Conditions discussion, similar to the discussion of transit providers on page 74-75. More detail on the activities of TMOs and Travel Demand Management in general is discussed in Part 3, pages 354-355.	<b>Part 2: The Region's Existing Transportation System</b> Page 79: "The Metropolitan Council partners with cities and Transportation Management Organizations (TMOs) to work on travel demand management (TDM) that reduces travel demand during peak periods and in congested areas. The region's existing TMOs include: Commuter Connection primarily serves downtown Minneapolis by promoting travel options for commuters working in downtown. Commuter Services serves the I-494 corridor by promoting travel options to the destinations along the corridors. St. Paul Smart Trips serves the city of St. Paul by promoting travel options to workers, residents, and policymakers in the city. Commuter Solutions serves Anoka County by promoting travel options for residents in the county and commuters working the county. "

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15	2	Goals, Objectives, Strategies	The use of Thrive MSP 2040 objectives as requirements for federal transportation funds is inappropriate. While the TPP espouses a partnership relationship regarding Thrive MSP 2040 between local units of government and the Met Council, the development process for Thrive MSP 2040 was noticeably under represented by local unit of government partners and their constituents.	While the Transportation Policy Plan incorporates the outcomes and principles from Thrive MSP 2040 it does not specify these as requirements for federal transportation funds. It does call for using the outcomes and related criteria and measures for the outcomes to prioritize transportation investments. Federal transportation planning law now requires regions to produce a performance-based long-range plan whereby desired outcomes and goals are tied to the identified transportation investments. The Thrive MSP 2040 process involved an unprecedented level of engagement with the region's stakeholders - over the course of two years, the Council met with more than 2,000 people to discuss the regional policy. Of the more than 100 in-person meetings, nearly two-thirds involved local elected officials in some capacity, and the remainder were direct meetings with residents, business owners, and community interests throughout the region.	
21	2	Goals, Objectives, Strategies	The draft 2040 TPP contains goals, policies and strategies expressed as directives that are at cross-purposes with each other, making the Plan confusing and conflicting.	The TPP's goals, objectives and strategies were developed over approximately a six month process with extensive input from the TPP Partner Agency Work Group and Policymaker Task Force. The process identified six primary transportation goals and key objectives for each goal. The strategies are actions which can be taken by transportation agencies and local governments to help achieve the goals and objectives. Many of the strategies have had long standing status within past TPPs but are now associated with specific regional goals and desired outcomes. This 2040 TPP represents the region's first attempt at creating a federally required performance-based plan. It is expected that future updates will further revise and refine the goals, objectives and strategies but that this TPP is a good first step to a performance-based plan.	
21	2	Goals, Objectives, Strategies	The draft 2040 TPP should recognize the need for strategic, cost-effective, expansion projects alongside the premise that preservation of the existing highway system is critical.	That need is noted in several locations in the plan, especially in the highway investment chapter and strategies C3, C7, and C8.	

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27, 97, 101	2	Goals, Objectives, Strategies	It is important that the TPP Goals, Objectives and Strategies clearly define the responsible party and enabling authority.	<p>The plan’s strategies address how the region will make progress toward achieving specific goals and objectives within the plan. The strategies identify specific actions and responsible actors, to achieve these goals. While the goals and objectives are new to this plan, most of the strategies are not new; they are simply reorganized but consistent with the policies and strategies in the 2030 Transportation Policy Plan and a number of previously adopted plans. A significant number of strategies have existed in many previous versions of the plan though with some combination, rephrasing, and reformatting in the draft 2040 plan. As a result, the Council and its regional transportation partners have been advancing the work described in these strategies for many years. The strategies are reflective of statutory requirements, positive actions, and best practices to advance transportation system goals and objectives, as well as federal requirements for a regional performance-based plan.</p> <p>The “will” statements are positive actions that support the work of the Council and partners in implementing an effective regional transportation system. “Should” statements are directed primarily at local governments in their own investment and land use decisions, based on best practices or suggestions. There is only one “must” statement, reflecting the statutory authority of the Council to review the transportation elements of local comprehensive plans.</p> <p>There was extensive discussion of the use of the terms "will", "shall", and "must" while the draft content was being reviewed by the Partner Agency Working Group and the Policymaker Task Force. At that time, groups categorized the statements and identified the appropriate language because of who would be responsible. This draft is a direct result of that feedback from policymakers and city and county staff.</p> <p>In addition, the “Land Use and Local Planning” chapter summarizes conformance, consistency, and compatibility components for local comprehensive plans. The Council will continue to clarify roles and requirements, provide examples, tools, and resources through the Local Planning Handbook.</p>	

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50, 99, 111, 118	2	Goals, Objectives, Strategies	<p>2. Descriptions that follow goals and objectives in Section D are very vague and do not consistently and clearly define what the Council intends to do or expects others to do toward plan implementation.</p> <p>a. Example 1: Safety and Security Goal:            Significant page space is dedicated to truck freight safety by providing a list of “measures to help increase truck safety” that includes electronic tracking of shipments, sealed freight containers, vehicle-tracking technologies, and vehicle inspections as measures toward improvement. Although these measures may be a list of best practices, they are also implementation steps that are currently outside the scope of the Council’s and local government’s authority. This serves to obscure expectations and actual policy statements.</p>	Comment acknowledged.	Remove paragraph on truck freight on page 27 of the draft chapter.
32	2	Goals, Objectives, Strategies	<p>2. Descriptions that follow goals and objectives in Section D are very vague and do not consistently and clearly define what the Council intends to do or expects others to do toward plan implementation.</p> <p>b. Example 2: Healthy Environment Goal:            The following statement is vague, overly broad, and sets no clear policy: “There are a number of ways to define health and environment in ways that are relevant to transportation and the region’s development. For example, health can include the physical well-being of people, the quality of the biophysical environment, or the potential for social capital for an entire community. Examples of environment include the natural environment, the air we breathe, the water we drink and play in, the weather we experience, the characteristics of the neighborhood we live in, and the built infrastructure of roads, bridges, buildings and the like. All of these are important and both impact transportation and react to transportation, some more than others. A healthy environment is one where impacts are considered and mitigated in as many ways as we can afford.”</p>	Comment acknowledged. More detail on Council and local supportive actions will be added in the next planning cycle through the completion of several work program items.	

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32	2	Goals, Objectives, Strategies	c. Carver County requests the Council to consistently, clearly, and expressly define its role and authority and its expectations of communities when discussing goals, objectives, and strategies.	Federal law (MAP-21) requires the regional plan to be a performance based plan, which includes identifying desired outcomes, actions or investments meant to move towards achieving the desired outcomes and measures to track and monitor progress. This plan update represents the region's first attempt at putting in place a performance based plan. The Transportation Goals and Objectives are new to the plan and are broad statements of outcomes desired for the regional transportation system. The strategies are actions that the Council and the identified regional transportation partners can take to move towards achievement of the goals and objectives. Each strategy applies to the transportation partners as specified.	
32	2	Goals, Objectives, Strategies	9. Pg. 91-125 lists strategies in support of goals, however objectives are missing. a. Carver County encourages the Council to include the objectives identified in pg. 25-37 to clarify how strategies accomplish objectives in line with the Goals-Objectives-Strategies- Performance Measures framework established on pg. 24.	Comment acknowledged. Objectives listed in Part 1 for each goal will also be carried into the strategies section.	Add objectives from Part 1 to the listing of Goals and Strategies in the Part 2 chapter on Transportation Strategies. Specifically: On page 92: Add under Transportation System Stewardship goal the two objectives from page 25. On page 94: Add under Safety and Security goal the two objectives from page 27. On page 98: Add under Access to Destinations goal the five objectives from page 29. On page 111: Add under Competitive Economy goal the three objectives from page 31. On page 114: Add under Healthy Environment goal the four objectives from page 33. On page 118: Add under Leveraging Transportation Investments to Guide Land Use goal the four objectives from page 36.



Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
32	2	Goals, Objectives, Strategies	<p>10. Pg. 91-125: The Council clearly lists local actions in support of strategies.</p> <p>a. Carver County requests the Council to provide a more balanced plan by also clearly listing Council actions in support of strategies. In addition, the County requests the Council to clearly designate local actions as either required by statute or desired by the Council.</p>	<p>The Council is included in the term "regional transportation partners" which is frequently used within the strategies and defined on page 91 as "all public entities within the region with responsibility for planning, implementing or maintaining the transportation system including the Council, MnDOT, counties, cities, townships, transit providers, airport sponsors and others." The Council is also called out as a specific actor within many strategies and also is included when the term regional transit providers is used within a strategy.</p> <p>The actions called for in the strategies primarily represent actions meant for entities to take at the regional transportation system level. Page 91 states the "supportive local actions indicate how local governments, primarily cities, might have a role in supporting the strategy at the local level. Generally, the supportive local actions are meant to be advisory – indicating best practices or implementation methods that might be used to support the strategy." The strategy actions and local supportive actions are both meant to help accomplish the outcome but are focused at different levels.</p> <p>Page 92 also contains the following language to clarify that only one strategy (F1) is a requirements under state statute "Some of the strategies state that actors "will" do something, and others suggest that actors "should" do something. "Will" statements are positive actions that support the work of the Council and its partners in developing and implementing an effective regional transportation system. "Should" statements are recommendations directed primarily to local governments regarding their own investment and land use decisions. These strategies are provided as best practices or suggestions to guide local planning priorities and considerations. Only one strategy (F1) is a "must" statement, reflecting the statutory authority of the Council to review the transportation elements of local comprehensive plans.</p>	
32	2	Goals, Objectives, Strategies	<p>42. Part 3: Federal Requirements: Carver County requests the Council to clarify how this section applies to local planning compared to policy identified through the rest of the TPP.</p>	<p>Part 3 is intended to direct readers to the salient parts of the plan that respond to specific planning requirements. It is less relevant to local planners as it tends to reference goals, objectives, strategies and performance measures found elsewhere in the plan. There are no inconsistencies in policy between parts 1, 2, and 3.</p>	

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32	2	Goals, Objectives, Strategies	43. Pg. 336: Identifies congestion management objectives a. Carver County suggests that prevention in growth areas should be included in addition to managing existing congestion.	Given the fiscal constraint the region faces along with the Thrive 2040 outcome of sustainability, designing highway projects to prevent congestion is not realistic. Rather, the philosophy is to manage congestion and improve travel time reliability through increasing the people moving capacity of the multi-modal transportation system. Congestion mitigation will be undertaken through a mixture of supportive land use policies; improved traffic management and more efficient use of existing highway system capacity, pavement, and right-of-way; implementing a MnPASS system; limited strategic highway capacity enhancements; and implementing alternatives to driving alone.	
44	2	Goals, Objectives, Strategies	Wording in the introduction to the plan stating goals and objectives is admirable, but quite general. As such, it's hard to tell if a requirement for accessibility, not just by car, to all destinations is implied. I would suggest that providing accessibility IS (should be?) an important goal for a transportation system, and so should be stated more explicitly, probably as a separate point and not subsumed under some other goal.	The goals are general statements of aspiration for the plan while the objectives are the measurable outcomes. Providing access to destinations is certainly a focus of the plan and one of the stated goals, but the ability to do so with all modes is constrained by the funding that is available for transportation.	

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13	2	Goals, Objectives, Strategies	<p>“Access to destinations” is one of the key transportation goals. I like the words of course, since I authored some of the 14 reports in the CTS series “Access to Destinations.” Sadly, accessibility (such as number of jobs or stores that can be reached in a given time (e.g. 30 minutes)) is not actually one of the performance measures. (page 30)</p>	<p>The list on page 30 is provided only as an illustration of potential measures that could be used to assess the effectiveness of the strategies under the Access to Destinations goal area. Over 150 potential performance measures covering all modes were developed and considered during the development of the Draft Transportation Policy Plan. They were assessed in the areas of specificity, measurability, inter-agency consensus, and realism. The data for the measure should be available on a regular basis, preferably annually. Observed data was preferred over model data. It was recommended by MnDOT’s performance measure experts and a consultant assisting the Council in guiding the conversion of the plan to a performance-based planning process to “smart small” and continue adding and refining performance measures as we gain experience and learn which measures help the decision-making process.</p> <p>The Work Program in the TPP includes a task for the intervening period before the next plan update to further refine the performance measures and develop targets. The evaluation of accessibility measures will be one of the areas this task will need to cover. Questions of accessibility to what, over what length of time, peak versus off peak, and data availability need to be resolved before this measure can be added to the plan.</p>	
54	2	Goals, Objectives, Strategies	<p>Transportation System Stewardship (page 25, 92) has to go beyond highway pavement condition, bridge conditions and transit fleet maintenance. It has to continue to grow the streets, roads, highway system within the region and solve congestion points. Business relies on repair and improvement to existing systems. Housing and commercial development in suburban areas needs supporting regional systems. The emphasis on access to destinations (page 29) is increasingly prioritizing multi-modal transit, bike and walking solution when the predominant access in suburbs is, and will be, streets, roads and highways.</p>	<p>Road expansion is addressed under the goal of "Access to Destinations" (p. 29 and also strategies C1-C20 on p.98-111), not under the goal of "Transportation System Stewardship." However, highway funding is limited and the resources expected to be available in the next 20 years will primarily be needed for operating, maintaining and rebuilding the existing highways. So only a very limited amount of highway capacity projects can be reflected in the plan until new revenues are identified by the state or federal government.</p>	

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59	2	Goals, Objectives, Strategies	The scoring for transit expansion or urban and local service should be better defined and more objective. The methodology calls for identification of a peer route. Scorers are allowed to deduct points when they disagree with the methodology. This appears to be an issue; given the scorers have the discretion to judge the peer route.	This comment relates specifically to the Regional Solicitation and not to the Transportation Policy Plan. It has been forwarded to relevant Council staff. The Regional Solicitation was approved by TAB and the Council in September 2014 and was released on October 13, 2014. Each solicitation is evaluated after completion to identify needed changes. This solicitation will be evaluated after its completion in the same manner as previous processes. If the process is falling short of the desired outcome, revision and adjustment will be appropriate.	
90	2	Goals, Objectives, Strategies	Page 33: MDH acknowledges that Objective D "Provide a transportation system that promotes community cohesion..." and the paragraph at the bottom of the page that outlines how health and environment can be defined are very inclusive of Health in All Policies. It is encouraging to see this language in a transportation plan.	Support acknowledged.	
99	2	Goals, Objectives, Strategies	- For the performance measures the TPP needs to come up with measures that directly relate to the objective to be accomplished. They need to be clear, easily measurable and applicable to the specific objective to be measured. - If there is not a way to measure an activity this should be stated instead of listing a measure just to have one. - The TPP needs to provide technical details for how a community can measure and meet the directives of the Plan.	Comments acknowledged. Performance measures without data will be deleted from TPP and referred to the Work Task regarding performance measure refinement. The Transportation System Performance Evaluation portion of Part 3 is a system-wide assessment that will, over time, document how well the plan moves the region's transportation system conditions towards the targets that are to be set. This target setting exercise is identified as a task to be undertaken before the next TPP update, but needs to await the final release of the USDOT performance measures and guidelines for setting targets. The final release of these rules is set for the second quarter of 2015. The plan places no requirements on communities to evaluate their local street system against the performance measures. However, the Council will be working with Counties and Cities to develop a consistent methodology to assess some measures (such as pavement condition and congestion) on non-MnDOT principal and A-minor arterials. Map-21 only requires the USDOT measures (except for safety which covers all roads) to address only the national highway system. The Partner Agency Work Group and Policymaker Task Force directed that the assessment of the transportation system cover the regional highway system to document the impacts of the funds distributed through the Regional Solicitation process.	Delete following performance measures:  On page 332 - <b>Average Travel Time to Job Centers – AM Peak Period</b> · Data to be added  <b>Average Travel Time to Regional Job Centers in Midday Period</b> · Data to be added  On page 333 –  <b>Change in Population/Employment within Half Mile of Light Rail Transit Station</b> This measure will largely be based on an analysis of future trends and an analysis of Comprehensive Plans after the next round of updates.  <b>Change in Population/Employment within Half Mile of Bus Rapid Transit Station</b> This measure will largely be based on an analysis of future trends and an analysis of local comprehensive plans after the next round of updates.

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59, 73	2	Goals, Objectives, Strategies	The Goals/Objectives/Strategies are woven throughout the document and it's difficult to match a goal/objective presented beginning on page 24 with the Strategies section beginning in 2B and then each of the technical mode chapters.	This TPP represents the first performance based transportation plan developed for the region. The Goals and Objectives are new to the plan and the Strategies represent a re-working of many long standing regional transportation policies and strategies. The Strategies are grouped under each of the six goals and are grouped from general strategies first to modal specific strategies. The Council recognizes that the connection among Goals, Objectives and Strategies can be confusing. The Work Program items related to identifying and refining performance measures and data collection for performance based planning will be broadened to also include continued refinement of the Goals, Objectives and Strategies.	<p>Change title of first performance measure task to the following:  <b>Identifying and Refining Goals, Objectives, Strategies and Performance Measures for Planning and Programming</b></p> <p>Add the following sentence to the first paragraph in that work item task on page 315:  Comments received from the public outreach process indicated that the plan goals, objectives and strategies, their inter-relationship, and the related performance measures needed further review.</p> <p>Amend the second paragraph of the work plan task to read as follows:  Considering the issues involving the goals, objectives, strategies and performance measures, a work group should be established or identified to assist Council staff in:</p> <ul style="list-style-type: none"> <li>· Reviewing the goals, objectives, strategies and performance measures used in this TPP and developing suggestions for changes in the next TPP.</li> <li>· Reviewing the relationship between the goals, objectives, strategies, and performance measures used in this TPP and developing suggestions for changes in the next TPP.</li> <li>· Reviewing the overall structure of the TPP and developing suggestions for changes in the next TPP.</li> <li>· Developing and selecting targets for the USDOT performance measures.</li> <li>· Developing additional or replacement local performance measures (In recommending performance measures, the work group will consider the availability of data and provide input on how the data is, or should, be obtained and analyzed).</li> <li>· Determining method for measuring improvements in locally developed performance measures (targets versus trends)</li> </ul>

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118	2	Goals, Objectives, Strategies	Include an explanation about how 1% growth was selected, how it will be measured and how that ties to the goals, strategies and objectives of the TPP.	The 1% growth was developed based on estimates developed during the Governor's Transportation Finance Advisory Committee and based off the 2012-2016 Regional Service Improvement Plan. The 2012-2016 RSIP projects were well beyond the 1% need identified in the 2040 TPP. The figure represents a reasonable expansion of bus service that may vary in how it is implemented based on the near-term needs of regional transit providers (i.e. expansion of hours, coverage, and frequency). The Regional Service Improvement Plan will document the near-term investment opportunities and will be updated every two years. This plan also includes specific measures that are tied or will be tied to the technical factors listed on page 224 of the plan. These factors support the goals, objectives, and strategies for transit expansion in the plan. See the discussion in Table F-1 for an explanation of this link to goals and objectives. Supported strategies include A3, C4, C11, and E3. Based upon other comments received on this issue the text and maps will be clarified that the increased revenue scenario supports at least 1% growth in the bus and support system.	
32	2	Goals, Objectives, Strategies	Table C-1 outlines provisions to determine local comprehensive plan conformance with regional system plans. Request that this table clearly state which requirements are legislatively mandated. Some requirements, particularly in the Consistency section, fall outside of language provided in Minn. Stat. sec. 473.851 to 473.871.	Comment acknowledged. The consistency review criteria reflect the legislative directive in 473.175(1) which states: "The Council shall review and comment on the apparent consistency of the comprehensive plan with the adopted plans of the Council."	
25	2	Goals, Objectives, Strategies	Objective B should read "Operate the regional transportation system to efficiently and cost-effectively <u>connect</u> people and freight <u>to destinations</u> ."	Comment acknowledged.	Objective B should read "Operate the regional transportation system to efficiently and cost-effectively <u>connect</u> people and freight <u>to destinations</u> ."
32	2	Goals, Objectives, Strategies	Pg. 132 states, "For Suburban Edge and Emerging Suburban Edge communities, local governments and developers will... [Include] a more deliberate approach of designing infrastructure to the scale of people instead of the automobile. The resulting change in development form will be driven by design, local transportation investment, and land use planning." Request that this statement be revised from "will" to "should". Local communities are the primary driver in determining the form of development they want to pursue.	Communities will be investing in infrastructure, so the edit will be applied to the second sentence. Edited as shown below.	<b>Part 2, Land Use and Local Planning</b> Page 132: "For Suburban Edge and Emerging Suburban Edge communities, local governments and developers will invest in new systems of streets, sidewalks, and trails, considering all users – people and freight – from the start proactively planning for generations to come. This <u>should</u> include a more deliberate approach of designing infrastructure to the scale of people instead of the automobile."

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
120	2	Goals, Objectives, Strategies	<p>The TPP still needs a list of measurable goals and benchmarks. Most statements in the draft TPP relative to local actions “are meant to be advisory” (pg 91). This approach is not likely to be sufficient to get to outcomes in the five Thrive outcomes (equity, sustainability, etc).</p> <p>We call on the Met. Council to tie investment decisions should reward consistency with the goals in Thrive MSP 2040 and the TPP</p>	<p>Goals in the TPP are broad statements of aspiration that describe a desired end state for the transportation system. Each goal is supported by objectives which represent outcomes that the region hopes to achieve within the planning time horizon. The performance measures in the TPP are linked to objectives, rather than the goals, as it is at the level of the objectives that quantifiable results can be defined. Targets for the performance measures will be developed as part of the task in the Work Program outlining the need to do further work to refine performance measures and set targets (see page 315).</p> <p>The “Supportive local actions” sections are intended to indicate how local governments might have a role in supporting the strategy at the local level. They indicate best practices or implementation methods that might be used to support the strategy. The strategies are where a clearer indication of implementation requirements is found. Some of the strategies state that actors “will” do something, and others suggest that actors “should” do something. “Will” statements are positive actions that support the work of the Council and its partners in developing and implementing an effective regional transportation system. “Should” statements are recommendations directed primarily to local governments regarding their own investment and land use decisions. These strategies are provided as best practices or suggestions to guide local planning priorities and considerations.</p> <p>The Council has strived to ensure that the TPP is consistent with Thrive MSP 2040. The MnSHIP developed by MnDOT Metro District is consistent with the current TPP and it is the expectation of both the Council and MnDOT Metro District that that consistency will continue in the next iteration. Also, one of the qualifying criteria for the TAB Regional Solicitation is that the proposed project be consistent with regional policies and plans.</p>	
122	2	Goals, Objectives, Strategies	Pages 6 & 7: Question: Should the 3 Principles be listed before the 5 outcomes, since the principles are used to work towards the outcomes?	Comment acknowledged. This order is consistent with how Thrive MSP 2040 discusses the regional outcomes and principles.	
109	2	Goals, Objectives, Strategies	p. 93, Paragraph 2 – Why does the supportive local action call out snow, ice and debris removal for coordination – out of all the potential elements where coordination is needed?	"Cooperation" not "coordination" is called out because it often is not clear who is responsible for plowing bike facilities or shoveling out berm of snow pushed up by street plows into bus stops along sidewalks, both of which can be a detriment to people who wish to use those modes for many	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
				months of the year.	
109	2	Goals, Objectives, Strategies	p. 95, Paragraph 5 – Does the emergency response framework include designating emergency evacuation routes in the region, should mass evacuation be required?	A Governors task force study after 9-11 concluded that most emergencies in the Twin Cities (tornados, blizzards, nuclear exposure) would require shelter in place rather than evacuation, which is a common technique in regions with hurricanes or forest fires.	
109	2	Goals, Objectives, Strategies	p. 110, Paragraph 6 – C18 policy: rail studies are not enough. Need support for upgrades and investments to preserve and expand connections, as well as investments in highway truck routes that connect to these facilities. This also falls under their goals of investing in the future and equity – as in Minneapolis the rail lines go through some of the areas with lower incomes.	As described in 4th paragraph of P. 276, freight rail is privately owned, and improvements to rail facilities are planned and implemented by the railroad companies; local and state governmental units may cooperate on these studies, especially when the interests of the public and the private rail company intersect. For instance, individual intercity passenger rail (conducted by MnDOT) and transit commuter rail studies will identify any locations where public entities responsible for these passenger rail services may be willing to invest their resources to cooperatively plan and implement improvements to private rail facilities that will also benefit the public passenger rail services. Many of the strategies fall under multiple goals, but are only listed once, under the primary goal served, to avoid repetitiveness.	
119	2	Goals, Objectives, Strategies	p 107 Strategy C11 -- Please include "highways" to the strategy as highways should also be considered for expansion and modernization.	The expansion and modernization of highways is discussed in strategies C5, C7, C8, C9, and C10.	
126	2	Goals, Objectives, Strategies	If it (the Council) is truly interested in non-metropolitan system issues such as affordable housing, climate change mitigation and adaptation, and natural resource protection, the Council has the ability to set bright-line standards for the transportation-related aspects of them in the TPP rather than waiting for arguments to arise in the review of comprehensive plans.	The Council is committed to issues such as affordable housing, climate change mitigation and adaption, and natural resource protection. Council approaches to these issues are woven throughout each policy and system plan, and reciprocal language is being crafted in each. Where there are clear and compelling relationships between these issues, they are more clearly expressed. The Council will continue to work to clarify these relationships and its approach to them.	



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109	2	Goals, Objectives, Strategies	p. 25, Paragraph 2 – Objective A should include the possibility of decommissioning facilities that are expensive to maintain and are underperforming.	Objective A, which discusses preserving the system, will remain the same, but the supporting language describing the impacts of this objective will be changed to clarify these expectations.	Page 26, include the following text: System stewardship includes assessing the performance of the system and the level of satisfaction that its users are experiencing, and making adjustments as necessary to continually improve performance and service. <u>These performance assessments should consider whether an element of the transportation system is needed. Cases may arise where the best overall stewardship of the transportation system may be removal of an element, rather than continuing to expend limited funds in maintaining it.</u>
109	2	Goals, Objectives, Strategies	p. 27, Paragraph 1 – In Safety and Security, there should be a section on bicycling and walking and how vulnerable those users are to more serious injuries. There should be a mechanism built into the system, including funding requirements that require that bicycle and pedestrian safety be addressed.	The Strategies section of this plan acknowledges the safety vulnerabilities to walking and bicycling, and outlines how safety and crash data will be used to inform regional investments. Refer to Strategies B3, B4, and B6.	
109	2	Goals, Objectives, Strategies	p. 36, Paragraph 2 – In Objective D, instead of limiting incompatible land uses near airports, the objective should be more collaborative (as stated in the key takeaways). A suggested change would be for communities, businesses, and aviation interests to work together to encourage appropriate land uses next to airports and to balance the needs of residents and business owners without giving airports unlimited growth.	Comment acknowledged.	
109	2	Goals, Objectives, Strategies	p. 103, Paragraph 7 – Under C7, will the analysis of optimizing “person throughput” consider the relative impacts of improvements to different modes (e.g. expanding highway capacity vs. transit service)? Additionally, will it look at the relative roles of local versus regional routes?	C7 says "as measured by person throughput" which has been used as a measure in the last two plans. This means counting "users" not just as the number of vehicles on the road but the number of people on the road, including transit passengers and carpoolers.	
109	2	Goals, Objectives, Strategies	p. 112, Paragraph 2 - Transportation for economic development is much more than moving people (although it's that too). It needs to consider the experience as well. Transit and bicycle facilities are not all created equal – their design impacts their use and potential for economic impact.	Comment Acknowledged.	

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109	2	Goals, Objectives, Strategies	p. 123, Paragraph 7 – The plan should acknowledge that not all industrial uses require rail or barge access. It should also recognize that there may be higher and better reuses for some older industrial sites in core areas than reuse as traditional industrial development. Regardless of development type, it is important to retain job intensive uses in concentrated, central locations well served by transit.	There are 3 strategies in the plan that address specific modes of freight travel and how they are related to industrial land use-Comment is correct that Strategies F9 and F10 on p. 123 are related to rail and barge, but strategy F8 on the previous page acknowledges that many industrial uses rely on trucks and highways. Both Thrive and the TPP indicate that the Council will undertake a study to identify how much land is needed to provide for rail and river access in the region to serve as a resource for local governments as they update their comprehensive plans in 2014-2018 and determine which older industrial sites should be redeveloped. (See freight chapter and also work plan chapter section on "Regional Industrial Land Assessment").	
13	3	Land Use	<p>Transportation and land use cannot be treated in isolation, the need to be arranged relative to each other. There are a variety of strategies to try to achieve this goal:</p> <ol style="list-style-type: none"> <li>1. Adaptability.</li> <li>2. Resilience, Reliability &amp; Robustness</li> <li>3. Skate to where the puck will be, not where it is.</li> <li>4. Scenarios not Forecasts</li> <li>5. Reinforce Success, Cull Failure.</li> <li>6. Recognize Lifecycle</li> <li>7. Flatten Hierarchies (“The City is not a Tree”)</li> <li>8. Information everywhere</li> <li>9. Incentives Matter: <ol style="list-style-type: none"> <li>A. Loans not Grants</li> <li>B. Full Cost Pricing on Development</li> <li>C. Full Cost Pricing for Travelers</li> <li>D. Capturing the Benefits</li> </ol> </li> </ol>	The spirit of exploration and advancement at the heart of these comments is very much aligned with the overarching policy direction from <i>Thrive MSP 2040</i> , and in fact many of the suggestions are already embedded or seeded within the draft TPP. Along with the need for nimbleness, however, the Council also has a need to work within regulatory requirements and with many partners to affect the range of changes named and implied in the comments. Formal transportation-related studies and activities that lay the groundwork for these changes are listed in the Work Program in Part 2 of the TPP. Additionally, the inter-related nature of transportation with other dimensions of the built environment will require concurrent activities in plans outside of the TPP’s scope. These topics would need to be addressed across multiple regional system plans and the overarching Thrive MSP 2040 and its land use policies. We will consider these comments in future updates of Thrive MSP 2040. Staff looks forward to continued discussion to refine the region’s approach and investments to meet future needs.	
15	3	Land Use	Decades of experience do not support allowing the market to determine the necessary parking ratios as part of the development process. The removal of such local requirements is not recommended.	The suggestions for how local governments handle parking in their zoning code are based on best practices in supporting dense, transit-supportive, walkable areas, especially where significant transit investments are made. While these strategies may not be applicable throughout every community in the region or even throughout every part of a community, experience has shown that these strategies can reduce the cost of housing, allow for less reliance on private automobiles, and support a more flexible approach to development in high-demand areas.	

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25	3	Land Use	The Metropolitan Council is attempting to balance regional guidance with flexibility to local government autonomy; however, not enough effort is made to push local governments into thinking differently about their development patterns. Low-density development is clearly no longer a regional priority, and the transportation system needs to reflect and support that in communities where efforts are being made to move the region in the direction laid out by THRIVE MSP 2040.	Thrive MSP 2040 and the 2040 Transportation Policy Plan make significant strides in encouraging more choices in how communities plan for housing, transportation, and other aspects of their community. A one-size-fits-all approach would not fit within the context of providing choices in how communities grow and plan for their future with local government autonomy. The Council believes the 2040 Transportation Policy Plan better aligns regional policies with the programs and funding that the Council directs through its plans.	
25	3	Land Use	There is a disconnect between the emphasis on regional transitways and the creation of walkable and bikeable communities. Station area planning for transitways and high-frequency transit corridors should have higher density requirements, and this planning should recognize the value of having a mix of uses across station areas along a transitway corridor.	The Council agrees and the plan acknowledges the importance of many elements of land use planning that go along with creating walkable and bikeable communities (see Land Use and Local Planning). Transitway planning is done in conjunction with the rest of the transit system to ensure that there is broader access to the regional transit system.	
25	3	Land Use	This chapter also requires local comprehensive plans to “Include a plan for local roadway systems to minimize short trips on the regional highway system (Part 2: Land Use, pg 131). As the City commented on THRIVE MSP 2040, the role of regional highways in the City is very different from that of such roadways in suburban or rural communities.	The text on page 131 can lead one to believe that the regional highway system should only serve long trips. However, this becomes an issue of interpretation. More detailed descriptions of the classification criteria for principal arterials, minor arterials, collectors, and local roads can be found in Appendix D. Table D-3 on page 56 in Appendix D indicates that minor arterials within the urban service area are to serve medium-to-short trips (2-6 miles) at moderate speeds (30 to 45 miles per hour). The criteria for trip length of 2 to 6 miles is the same as in the previous TPP. The criteria regarding lower end posted speed of 30 mile per hour has been dropped from the previous TPP where it was 35 miles per hour. The provision of ranges in trip length and posted speed will allow the communities within the urban service area opportunities to tailor their plans for the local roadway system such that it will be able to meet both their needs and the plan consistency test	
25	3	Land Use	Table C-2: Local Government Land Use Planning Coordinated with Regional Transit Investments. Communities in Urban, Suburban, Suburban Edge and Emerging Suburban Edge designated areas should have uniformly applied density minimums and targets. Coordinating land-use around transitway investments should also be considered as average activity along a line.	The Council respects the idea that context is important, even when planning for density along transit. Table C-2 represents a reasonable expectation for density planning that is tailored to the different community types identified in Thrive MSP 2040. While activity along a line is certainly an integral component in a transit investment's success, the level of activity will vary greatly depending on the number of stations or stops, community designations, and a number of other factors that are not generally considered by one community's land use plan. The Council will continue to work with all community's	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
				along a line to do planning that guides land use in a way that supports the entire line.	
26	3	Land Use	Plan should allow real estate market to respond to traffic congestion Investors seeking profits will alter land use to increase accessibility for all modes	Supportive comment acknowledged. The plan recognizes, particularly in the Land Use and Local Planning section, that both local government support and private market demand are essential to maximize the transportation infrastructure investment.	
27, 50, 70, 91, 97, 99, 101, 117, 118, 125	3	Land Use	Density requirements too high to suit the current condition of suburban communities. It also lacks flexibility and differs from the federal New Starts guidance on minimum density of land use near stations.	Successful investments in transit infrastructure will require commitment to density by local government partners planning land use. The density requirements included in this chapter only apply to new development and redevelopment, or "areas of change," that are identified through a local process of station-area planning or comprehensive planning. The density minimums and targets differ, based on Thrive MSP 2040 community designations, which allows for a flexible, not one-size-fits-all approach to asking for community commitments. These density requirements are intended to ensure that local land use planning does not have a system impact that would lead to inefficient or costly transit service that compromises the stewardship of the region's limited financial resources. Additional clarifications have been made on the methodology and Council expectations that go along with this requirement.	Changes made where appropriate.
27, 50, 51, 54, 65, 75, 97, 99, 101, 111, 118	3	Land Use	The Met Council does not have the authority to limit local planning decisions. Land use restriction lacks sound basis and practicality. Land use restriction is inconsistent with the current conditions of current and potential sites of suburban Transitway stations. Use the word "encourage" instead of "prohibit" regarding to the land use near transit stations. Provide guidance and resources to maximize use, rather than being regulatory.)	The type of land use and the development form is imperative to the stewardship of regional investments in transit. The desire of the Council is to more proactively encourage supportive uses and urban forms and not just discourage auto-oriented uses and urban forms. Given the direct relationship to transitway funding and stewardship and the likelihood that this list of uses and features is not complete, this section has been edited to be less regulatory and more demonstrative. However, the Council will still consider these concepts when reviewing transit investments and a lesser commitment by local governments may result in reduced Council funding support for projects, until they become financially sustainable at a level similar to other transit investments in the region.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
32	3	Land Use	Page 39- 40 reiterates the community designation definitions directly from Thrive 2040. Request to explain how the community designations will be applied to transportation policy.	Refer to the discussion in Thrive (Land Use Policy – <i>Access, Mobility and Transportation Choice</i> , pp. 129-131) for a discussion on historical development patterns; their relationship to transportation systems and mobility; and opportunities for managing and/or improving access and mobility. Thrive’s section on Land Use Policy by Community Designation (pp. 137-174) also articulates roles by community designation. In addition, Community Designations are closely related to Transit Market Areas, which are explained on pp. 212-214 of the Transportation Policy Plan.	
32	3	Land Use	Page 42 notes, “For suburban areas, public transit provides a valuable option for commuting to work. For many in rural areas who do not drive, public transit is an important life-line that connects them to jobs and opportunities that they otherwise would not have.” This statement is too narrow; request that the Council to acknowledge that transit is also important for people in suburban and rural areas to access services, shopping districts, healthcare, and conduct other personal business. Systems need to be built to meet these needs in addition to accessing jobs.	Comment acknowledged. Text adjusted to reflect concern.	
32	3	Land Use	Pg. 80 states, “the Council’s role is to encourage transit-oriented design in all transitway corridors or near bus transit centers.” Request that the Council include transit stations and park-and-rides in this statement.	Comment acknowledged. That was the intent of the language in this section. Language will be added to clarify that intent.	
32	3	Land Use	Pg. 118, Section F Leveraging Transportation Investments to Guide Land Use states, “All strategies in this section refer solely to actions by local governments.” Request that the Council include itself in this conversation by identifying how it plans to support local governments to meet regional objectives.	The strategies in this section are intended to guide local government planning in comprehensive plans and the intent on this statement was to imply that all of these strategies are "supportive local actions" as described in other strategies. This language has been edited to clarify this intent.	
32	3	Land Use	Strategy F10 states the Council will analyze existing land uses and zoning to determine needs for rail dependent industries. Request that the Council include opportunities for new development to adequately connect to rail in its analysis.	The analysis will examine how much land is needed and available for rail dependent industries- new development potential on land zoned for industrial or warehouse use will be a part of this analysis. This comment will be forwarded to the Council team developing this study.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
32	3	Land Use	<p>14. Pg. 127 states, "New growth is occurring, and will continue to occur, in the Suburban Edge and Emerging Suburban Edge communities, where sewered land is available."</p> <p>a. Carver County supports the Council acknowledging that significant growth is planned in developing communities. However, transit, land use, and roadways strategies are largely focused on the urban core and along transitways that serve a small proportion of the regional population. The Council needs to plan for suburban growth by supporting transportation solutions applicable to these communities.</p>	<p>The Council encourages and supports transportation solutions appropriate for each community. The TPP addresses increased needs in the regional highway system from suburban growth by investing scarce dollars wherever that growth creates the greatest barriers to a well-functioning system. Since travelers in Suburban Edge and Emerging Suburban Edge communities do not limit their movement to those communities, some of this need appears in other communities. For instance, 2/3 of workers in Suburban Edge and Emerging Suburban Edge communities work in an Urban Center, Urban or Suburban community (U.S. Census Bureau, 2011 LEHD Origin-Destination Employment Statistics). Investment in the smooth functioning of the system benefits all travelers. This approach is in line with the <i>Thrive MSP 2040</i> guidance that "...all parts of the region receive investments that promote prosperity at their stage and level of development" (<i>Thrive MSP 2040</i>, p. 28). Additionally, local communities are advised through land use policies to "plan for and construct an interconnected system of local streets, pedestrian and bicycle facilities that is integrated with the regional system" (<i>Thrive MSP 2040</i>, p.131). This local system, including A-minor arterials, will likely be an increasingly crucial component of the suburban movement network in the future.</p>	
32	3	Land Use	<p>Page 134 lists two strategies related to connecting land use to transportation.</p> <p>a. Carver County requests that these two strategies be clearly tied to goals, objectives, and strategies identified in Part 1 and Part 2B. Currently these directives do not clearly advance stated goals.</p> <p>b. Carver County requests that the statement that follows the first objective be clarified to provide a clear directive for actions that the Met. Council or communities should implement.</p> <p>18. Page 139 lists, "Strategies for Local Government Land Use Planning Coordinated with Regional Transit Investments."</p> <p>a. Carver County requests that these two strategies be clearly tied to goals, objectives, and strategies identified in Part 1 and Part 2B. Currently these directives do not clearly advance stated goals.</p>	<p>These strategies are directly supportive of the following goals and objectives in the Transportation Policy Plan: Goal: Leverage Transportation Investment to Guide Land Use, Objectives A and C</p> <p>These strategies are also supportive of the following goals and objectives in the TPP: Goal: Access to Destinations, Objectives A, D, and E Goal: Competitive Economy, Objectives A and B Goal: Healthy Environment, Objectives C and D</p> <p>These strategies are directly supportive of the following strategies in the TPP: Strategies F2, F4, F5, F6, and F7.</p> <p>Local governments will be the primary implementers of these strategies through their Comprehensive Plans. Table C-1 provides specific guidance on this topic: "Addresses the linkage of local land uses to local and regional transportation systems including a mix of uses and increasing housing unit and employment densities in regional job concentrations, in transitway station areas, and along high-frequency bus corridors."</p> <p>The language on page 134 has been edited to clarify this role.</p>	"At least 1%" has been added in each instance of text and map.

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
32	3	Land Use	<p>Page 134 lists two strategies related to connecting land use to transportation.</p> <p>c. The second objective directs communities to, “provide a dense network of arterials, local streets, sidewalks, and trails that support narrower streets and smaller intersections...”</p> <p>Carver County requests the Council to also suggest strategies for communities that have already been built with street networks that do not fit this model. Rebuilding established street networks is not a practical solution. Furthermore, the Council should examine access policies by roadway type outlined in Appendix D in light of stated objectives to create dense roadway networks.</p>	<p>The Council agrees that retro-fitting existing development is unrealistic, particularly if it would require reconfiguring lots. But communities do occasionally have to repave streets. At such times, a community could look at geometric changes at intersections to make them more pedestrian friendly and calm traffic. A typical treatment to accomplish this is to bring the curbs toward the centerline for a small distance from the intersection. This reduces the traffic lane width that a pedestrian has to cross, provides space for a pedestrian to stand while waiting for a gap in traffic and the constriction can result in traffic slowing because of the perception of narrow streets. Access, once granted, is typically also difficult to change in areas of existing development, but when land is redeveloped there may also be opportunities to reduce the number of driveways. App. D provides a range of spacing guidelines designed to respond to local development patterns and morphology. The most definitive access spacing guidelines in App. D are in Table D-8, which is a summary of MnDOT guidelines and not subject to change by the Council.</p>	
32, 109	3	Land Use	<p>Table C-3: Lists surface parking lots as a prohibited use in areas surrounding transit stations. Content that since “Transit Stations” can include major park &amp; rides, prohibiting surface parking lots in areas immediately surrounding transit stations is not logical.</p>	<p>Table C-3 has been edited to reflect that this does not include park-and-rides.</p>	
44	3	Land Use	<p>Making the land use - transportation connection, as suggested, and using it to inform transportation policy is certainly sensible. I suppose we should ask, though, to what extent will land use determine transportation policy, and vice versa. Currently people living outside the central cities who desire a faster trip often leverage more highway projects. But more highway, or lane, construction (such as that underway in St. Paul on I-35) only encourages movement outward and negatively impacts the nearby city neighborhoods by further dividing them (i.e. the "moat" effect) and making bike and pedestrian connections far more difficult (the disruption of the Gateway Trail is a case in point).</p>	<p>The Council's Thrive MSP 2040 and Transportation Policy Plan attempt to address these very questions by working with and informing transportation providers on the impacts of projects, both good and bad. The healthy environment goal, objectives, and strategies are intended to address these concerns.</p>	
54	3	Land Use	<p>In Apple Valley, objectively treating transportation modes requires the following understanding (Source: 2010 Census):</p> <ul style="list-style-type: none"> <li>• 79% drive alone</li> <li>• 8% carpool</li> <li>• 5% public transportation</li> <li>• 1% walked</li> </ul>	<p>Comment acknowledged. Suburban communities are becoming more multi-modal as reflected in Apple Valley's downtown district development planning including stops along the Red Line BRT.</p>	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
			<ul style="list-style-type: none"> <li>• 5% walked or worked at home</li> </ul> <p>This is the Apple Valley multi-modal marketplace that needs to be better reflected in the Transportation Policy Plan for Suburban designated communities.</p>		
54	3	Land Use	Suburban development and redevelopment requires serving two markets – those that drive and those that bike/walk. Suburban forms of development should be integrated, made more intensive, and not discouraged because of the auto orientation.	Comment acknowledged. Suburban communities are becoming more multi-modal as reflected in the development and changes in and around the downtown district and along the Red Line BRT. The TPP recognizes that the automobile will be the major way people get around and as opportunities arise increasing options for walking, biking and transit will improve accessibility and mobility.	
54	3	Land Use	The Transportation and Housing Policy Plans are in conflict related to transit areas; the Transportation Plan supporting “mixed development”, the Housing Plan supporting only higher density housing.	The Transportation Policy Plan (TPP) and the draft Housing Policy Plan (HPP) are not intended to be in conflict. Both support mixed development in transit station areas. The HPP calls for “a more strategic coordination of regional transit investments with surrounding land uses, connected development patterns and urban form,” and references the TPP’s “expectations for residential density for new housing and mixed-use development and redevelopment around transit stations and high-frequency transit service.” (Housing Policy Plan, p.23). The HPP does go into more detail in the housing aspects of this development. This comment has been forwarded to the HPP staff for their reference and consideration.	
63	3	Land Use	Development patterns in the Twin Cities and most USA metro areas are showing increased demand for urban living, and a growing transit system will be necessary to serve this increased urban population.	Comment acknowledged.	
65, 120	3	Land Use	The TPP states that transit investments will be used to shape development (p. 2). The purpose of transit is to connect people to jobs, education and other destinations. "Shaping development" is a secondary purpose.	The region is growing and demand for transit as an option is increasing. If the region hopes to continue growing transit use, land use and development patterns will need to change to support transit use. Thus, while the primary purpose of transit is to connect people to destinations, the role of land use and development is directly related to and supportive of that purpose.	



Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
73	3	Land Use	Obligation is placed on Suburban Edge cities to provide residential densities of a minimum of 10 units per acre with target densities of 20-40+ units per acre near Transitway Stations serving Highway Bus Rapid Transit. Maple Grove is fully developed and precludes the use of the existing Transit Station or locating land for a new station to serve a Highway Bus Rapid Transit station. Maple Grove trusts that the Metropolitan Council will consider the market and land supply constraints when the Council reviews local 2040 comprehensive plans.	Residential densities discussed in Land Use and Local Planning are specifically applied to new development or redevelopment near transitway stations. The Council will work with local governments to determine "areas of change" when conducting land use planning around transitway stations.	
75	3	Land Use	In order to address diversity of activity near Transit Station Areas, further clarification regarding the level of total activity should be provided.	The Council agrees with and understands this concern. The TPP discusses total activity as a guideline for local governments doing station-area planning and expects to provide more detail through the update to the Transit-oriented Development Guide. In the meantime, Council sector representatives and corridor project planning offices can work with local governments to discuss this guideline and how it can be utilized in planning.	
85, 108, 110, 123	3	Land Use	TPP should provide metrics/criteria will be used to measure compliance (of local Comprehensive Plans with the TPP).	The release of System Statements in the fall of 2015 will identify for each community elements of regional system plans with which communities must conform (e.g., highways, transitways, regional parks, wastewater, etc.). The Local Planning Handbook, also planned for release in the fall of 2015 will provide guidance on how to ensure that local comprehensive plans are in conformance with regional system plans as well as ensuring consistency with other elements of regional policy as articulated in Thrive MSP 2040 and the 2040 Transportation Policy Plan. Staff in Local Planning Assistance at the Met Council can also provide guidance and technical assistance. Hampton would be exempt from system and policy considerations that are not relevant to Hampton, such as land use densities around transit stations.	
87	3	Land Use	The Metropolitan Council can play a critically important role in driving support for the implementation of transit-oriented development (TOD) policies at the local level. Greater emphasis should be made on the importance of local units of government (LGUs) implementing TOD policies and land use changes that facilitate increased transit use and private investment in our region.	The Land Use and Local Planning section has an extensive discussion of the importance of local governments in planning for land use and development around transit. In particular pages 135-146 in the section titled "Local Government Land Use Policies Supporting Transit" discuss the importance of local government planning to support transit and the partnerships that need to exist between transit investment and land use planning.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
99	3	Land Use	Based on this Plan, project investments in transportation/transit will not score as high unless and until a city meets the density/intensity and affordable housing criteria of the Council, a role that has been reserved for local communities.	Thrive MSP 2040 identifies stewardship and prosperity as two key outcomes for the region. These outcomes support the Council's mission to foster efficient and economic growth for a prosperous metropolitan region. In order to do that, the Council needs strong local partners that will support the effectiveness of regional systems like transit, highways, and wastewater. If proposed investments are not supportive of stewardship, prosperity, and the rest of Thrive MSP 2040's outcomes, then the Council will look to other investment opportunities to find strong partners that support this vision for the region. The available resources for investment in regional systems are constrained, even in the increased revenue scenario, and the Council must prioritize investments that support the outcomes and have strong local partners.	
99	3	Land Use	Burnsville is one of the few communities in the region to come close to achieving livable communities and affordable housing objectives. Yet, because our local land use and zoning plans do not contain density/intensity of the "urban center" the city does not appear to be as eligible for transit or transportation funding as a city that bodes higher densities. How does this create regional equity?	The Land Use and Local Planning Chapter incorporates the community designations as laid out in Thrive, and uses those designations as a method to distinguish between the context and development intensities across the region. Burnsville is designated as Suburban, with density expectations for different modes of transit set at average minimums ranging from 10 to 20 dwelling units/acre for new residential development and redevelopment depending on the transit mode. We commend Burnsville for not only meeting those densities in their existing plan and developments, but exceeding those densities in locations like Heart of the City, which ranges up to 57 dwelling units per acre. This level of planning and subsequent development makes the best use of the transit services we have today, but also sets the stage for future transit investments.	
99	3	Land Use	Metropolitan Council seems to use transportation and transit investments as a tool to control local government planning and zoning. If local plans do not include Met Council's directive, they risk not receiving transportation/transit investments and/or approval of their Comprehensive Plans by the Met Council. Further, the only option for a local community to be eligible for transportation/transit funding is to develop corridors and nodes to similar standards as the urban areas. The market for the proposed density level outside of the urban areas does not exist. Table C-4 discusses "Transit Commitment" and "expectations" for local communities and is presented in a way that local governments are not able to plan on their own for transit but must follow the Metropolitan	The station area density requirements contained in the Land Use and Local Planning chapter are meant to recognize that implementing a major transitway investment also comes with expectations from the local community regarding its commitment to making the major investment as successful as possible. Communities unwilling to make this commitment may not realize their desired level of transitway investment.  The text in the Land Use and Local Planning section has been edited to emphasize the relationship between these requirements and the stewardship of regional public resources, including funding for the capital and operating of	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
			Council model for land use and zoning. There is no discussion about other transit providers and how their plans impact the regional system and local governments. Met Council needs to understand that local governments do not have control over federal, state and county highways/corridors. Since these are the transit corridors, the design standards and parameters are regulated by agencies outside of the local jurisdiction.	transitways.	
99	3	Land Use	There are no references in the land use section noting restraints in some areas due to natural resource conditions (lakes, wetlands, etc.). Not all TODs may be able to meet the expectations due to existing restraints. Also, not every community has the facilities (e.g., fire trucks, ladder trucks), to provide services to tall buildings. It should be noted in the plan that other development constraints and compliance are a consideration in determining development and densities.	Constraints related to developable land are discussed on page 144: "Developable Land – The potential for transformation around station areas will be limited by the amount of land that can be developed or redeveloped. This may depend on site configurations, barriers to transit access, external factors such as major utility lines or natural resources areas, or other potential constraints that will depend on local conditions."	Page 51, add paragraph, following the bulleted list: <u>Table 1-1 identifies the specific categories for state highway investments from 2015-2040.</u>
99, 119	3	Land Use	The TPP presents a "one size fits all" plan for transportation and transit for which the majority of the region will not qualify for future investment. The TPP fails to consider market conditions which differ among communities for reasons beyond transit/transportation planning. This position is inconsistent with the Thrive MSP 2040 Plan which identifies a variety of community types beyond the urban center recognizing the development stage and diverse characteristics of communities. Many communities chose to opt out of the metro transit system because they were not receiving transit investments commensurate with the amount of money the communities invested. We believe the proposed TPP will exacerbate this situation.	The Land Use and Local Planning discussion of transit-supportive land uses was developed with different expectations for the different community types identified in Thrive MSP 2040. See table C-2. The Council believes that this is not a one-size-fits-all approach and provides local flexibility in how a city's land use plans and regional transportation and transit investment are aligned. The land use expectations are also discussed in Thrive MSP 2040 under the stewardship principle and the Council is committed to being good stewards of regional systems such as transit.	On Page 53, add the following text: Additional acceleration options may also be possible for arterial BRT projects and modern streetcar projects <u>within the current revenue scenario. While this plan acknowledges that a broader discussion on modern streetcars needs to occur at the regional level, there are opportunities for projects to move forward on a case-by-case basis.</u>

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
107	3	Land Use	<p>(1) p. 128 The last sentence should be edited to read: "The local comprehensive plans must coordinate key elements: forecasted growth, planned land use, residential and employment densities and infrastructure plans, and in doing so much comply with the comprehensive plan requirements of Minn. Stat. 473.859 as set out on page 29 of the Council's draft Housing Policy Plan.</p> <p>(2) Edit the first bullet point in the Conformance section of Table C-1 to read: "Local plan recognizes the land use and transportation opportunities and challenges related to the community's designation in the Thrive MSP 2040 Geographic Planning Areas. Local plan accommodates growth forecasts at appropriate densities and numbers, as articulated in adopted Thrive MSP 2040 Geographic Planning Areas, and wastewater and transportation system policy plans, including planning for the community's share of local and regional affordable housing need as required by Minn. Stat. 473.859 subds. 2 and 4 and set out on page 29 of the Council's draft Housing Policy Plan.</p> <p>(3) p. 142 This section of the TPP should provide that local governments, consistent with their obligations under the Land Planning act (see Housing Policy Plan page 29), must include in the transportation section of their comprehensive plans specific strategies to produce and preserve affordable housing along transit corridors, along with an action plan and specific time frame to accomplish those strategies.</p> <p>(4) P 144 Table C-4, under Land Use, add a bullet: "Identify and implement strategies to add and preserve affordable housing, including taking early action prior to the escalation of land values where feasible."</p>	<p>(1) Because of overlapping production cycles, we are not able to make references to specific pages in the Housing Policy Plan. Table C-1 already makes references to the relevant statutory authorities (including 473.859). The rest of the TPP text does not include statutory authorities, so this change will not be made.</p> <p>(2) Planning for the community's share of local and regional affordable housing need as required by Minn. Stat. 473.859 subds. 2 and 4 is and will remain a consistency issue, not conformance, for the review of local comprehensive plans.</p> <p>(3) and (4) We have revised this language to improve alignment between the TPP and the Housing Policy Plan.</p>	<p>Revise first part of last para on p. 59 in Part I to read as follows: The intent of the proposed Regional Bicycle Transportation Network is to encourage cities, counties, and parks agencies to plan and implement an integrated and seamless network of on-street bikeways and off-road trails to most effectively improve conditions for bicycle transportation at the regional level. Because there is generally limited funding for bikeway facilities at all levels, this regional network has been developed to have the greatest potential to attract new riders. Specific facility treatments to improve the attractiveness of the Regional Network to potential bicyclists are suggested in the Bicycle and Pedestrian Investment Direction section (link to "Bicycle Facility Types that Meet Regional Bicycle Corridor Functionality.")(Note: this begins on p. 269 of draft TPP).</p> <p>Revise first sentence of para 2 on p. 269 of draft TPP as follows: There is a range of bicycle facility treatments, both off road and on street, which may be applied in different parts of the region to accomplish the function of regional bicycle corridors and to maximize their attractiveness to potential bicyclists.</p>
111	3	Land Use	<p>Recognition of the role of the market is lacking throughout the TPP, both in terms of land use and economic development.</p>	<p>The Land Use and Local Planning chapter discusses the role of the market in land development in a number of locations. Page 143 also acknowledges the market potential is a potential constraint on the economic development of an area.</p>	<p>Page 3, insert paragraph at the end of "A growing, changing region":</p> <p><u>Given the growth anticipated by 2040, this region will need more resources for transportation. The Council will continue to work with regional partners to identify additional sources of revenue to support the level of funding needed to realize the vision for a vibrant, prosperous region.</u></p>

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
111	3	Land Use	The cities of Maple Grove and Plymouth do not seem to fit in the Suburban Edge category. May be more appropriate to consider these communities as suburban.	Neither Maple Grove nor Plymouth requested a change in designation during the Thrive review process. Because this directly affects our land use direction to them, we will not consider changes at this time. Cities and townships may request changes during the local comprehensive planning process.	
111	3	Land Use	Gives the impression that if the resources were available (money) that we could build additional highway capacity. Creating additional highway capacity is not a long-term sustainable decision as it creates development patterns that are solely dependent upon the automobile and lead to environmental, economic and health problems. Focus should be minimal capacity improvements to enhance the system and eliminate chock points and / or diversion to local network.	Edited to reflect that resources to address the demand for highway capacity are neither available or realistic. This results in the need to be strategic about highway spending and plan for additional options.	
113	3	Land Use	Plan assumes no expansion of the 2030 MUSA. But Lakeville will need to evaluate the local need to expand the MUSA based on the land absorption within the MUSA that has occurred since the 2008 Lakeville Comprehensive Plan was adopted.	As shown in the City's approved 2030 comprehensive plan, the majority of Lakeville is within the MUSA, except some portions in the southwest of the City west of I-35. The Metropolitan Council encourages communities and will work with communities to refine existing MUSA boundaries based on local conditions and new information and data as part of the upcoming local comprehensive planning process.	
113	3	Land Use	Concerns regarding land use at station areas that are planned yet unfunded.	Council agrees that land use planning should be coordinated with investments in transit. For investments that are not included as funded in the TPP, land use requirements would not apply. However, the Council still encourages local governments to think proactively about land use planning around these opportunities in order to better position them for funding nationally and regionally. Supporting the increased revenue scenario will also be paramount in securing the kind of transportation funding that will allow the region to commit to building more transit to more places. Planning and investment in transportation systems from Lakeville's perspective must provide a balanced approach for employment and freight so as to facilitate development of areas of the City planned for commercial, office and industrial uses and not to function only as an expressway to employment centers outside of Lakeville.	
120	3	Land Use	Pg 135 - We strongly support the plan to "Manage the demand for driving by exploring policies such as parking pricing, on-street parking management, shared parking facilities, and the elimination of parking minimums in zoning codes that may be requiring oversupply relative to what the market demands."	This bullet on p 135 is listed as a "key implementation consideration for local governments" and is not intended as a specific task for any one agency. The Council is encouraging local government to consider this approach as one way to help managing demand for driving. Given their role in managing	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
			The TPP needs to go further and spell out who will complete this task, particularly since it has been noted in previous TPP's but progress has been minimal to date.	and setting parking requirements as part of zoning ordinances, local governments are the logical actor, and many of the more urbanized cities have already eliminated parking minimums for certain zoning categories. The Council supports similar policies in other TPP sections and will provide technical assistance to local government as they explore alternative approaches.	
119	3	Land Use	Highways, freight, and airports should be addressed in a similar level of detail as transit in the Land Use chapter.	Land use considerations for freight and airports are discussed in more detail within the specific investment directions and plans, as discussed on page 148 and 149. The Council does not have specific requirements for land use around highways and thus is given less detail in this section. Page 132 includes a reference to the Highway Investment Direction and Plan but was edited to better tie land use into this discussion.	
109	3	Land Use	p. 126, Paragraph 2 – Market forces are not the only thing shaping development patterns. Public sector policies and programs have an impact.	Comment acknowledged.	
109	3	Land Use	p. 127, Paragraph 2 – In addition to the constraint of the current land use system, fiscal constraints prevent the ability to fully build out the regional highway system.	Edited to reflect comment.	
109	3	Land Use	p. 135, Paragraph 1 – Eliminating parking requirements and allowing the market to take care of it requires proactive and ongoing management of on-street parking and other “free” parking sources if it is to be effective.	Comment Acknowledged	
109	3	Land Use	p. 137, Table C-2 – This table could be referenced earlier in the document, to give a sense of the parameters for transit supportive development. It may be more effective to have densities based on transit facility type rather than community type, and to emphasize what densities are needed to support these transit types. Densities may be too low for the fixed transitways. It would be helpful to know more about how these numbers are directly related to the ability to get funding for transitways – also, how is this tied to our growth projections, does this actually get us there? Finally, streetcar should be added to the list of modes included in this table, with appropriate density levels identified.	The Council believes Table C-2 effectively balances stewardship and respect for a community's timeline in development maturity. The densities for dedicated-guideway transitways are higher to reflect the level of intensity expected with a more significant transit investment. Modern streetcar can be addressed through a future amendment when the Council has had a chance to complete the Work Program item on modern streetcar policy.	
109	3	Land Use	p. 139, Paragraph 4 – It is critical that station area plans take into account reverse-commuting opportunities. The residents surrounding a transit station need direct access to the platform, but it is also critical for reverse-commuters to be	Station-area design will always need to balance the needs of a variety of users. More detail on these decisions choices is available in the Regional Transitway Guidelines (2012). The needs of park-and-ride users are often an important aspect of	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
			able to get to their place of business without a car. Station platforms surrounded by a park-and-ride lot have particular challenges for pedestrians getting to their places of business.	taking vehicle miles traveled off the roads and encouraging greater support for overall transit use.	
109	3	Land Use	p. 142, Paragraph 3 – Managing parking supply and supporting travel options is an equity issue as well, as it can help control transportation costs for households	Comment acknowledged.	
109	3	Land Use	p. 146, Paragraph 5 – While wayfinding is an important tool, creating a well-connected and intuitive system is even more important.	Comment acknowledged	Sentence in Strategy C6 is modified as follows: "The Council's Right-of-way Acquisition Loan Fund (RALF) will be used to preserve needed right-of-way for projects on principal arterials and other state highways consistent with the Transportation Policy Plan."
109	3	Land Use	p. 147, Paragraph 4 – The Metropolitan Council should also play a role in wayfinding in areas of high-pedestrian activity, not just local governments. The Metropolitan Council should especially play a leadership role in wayfinding at and to transit stations.	Wayfinding is a role reserved for regional transit providers through specific project implementation and transit operating policies. The Transportation Policy Plan does not address regional policy at this level.	
109	3	Land Use	p. 147, Paragraph 5 – Will the Metropolitan Council hold projects to the standards in the Elements of a Good Pedestrian Experience section?	Elements of a Good Pedestrian Experience are provided in an advisory fashion and the Council does not yet have plans to develop standards for projects that it funds. This issue is primarily a local government issue.	
109	3	Land Use	p. 207, Paragraph 7 – Section C (Land Use) seems to imply market forces guide all development, but this section shows it under the control of local government. Need to resolve these internal inconsistencies in tone and assumptions.	Comment acknowledged. There is no contradiction. The TPP recognizes the private sector's primary role in responding to market demand and forces and the public sector's role in providing infrastructure and services to support and, also guide development patterns.	
109	3	Land Use	p. 100, Paragraph 1 – There are a lot of references here and elsewhere to local governments approving a complete streets policy. What does that mean? Is it a standalone policy vs. part of the comprehensive plan or other plans? Please clarify.	A complete streets policy can take a number of different forms ranging from resolutions by local governments, policies on operations, policies within comprehensive plans, and other forms. The plan does not specific the right solution for any community, as that is a local decision. The Minnesota Complete Streets Coalition has list of policies and resolutions passed by local governments throughout the state that could be examples. Similar information will be provided to local governments through the Local Planning Handbook update. <a href="http://www.mncompletestreets.org/policy.html">http://www.mncompletestreets.org/policy.html</a>	Where strategic enhancements to highway capacity are considered, MnDOT and local governments will <del>not</del> design highway projects with the intent to <del>eliminate</del> <u>manage</u> congestion. <del>Rather,</del> highway system performance will be measured by people-carrying capacity and travel time reliability instead of more traditional measures such as level of service. Part III of the Transportation Policy Plan ( <i>link to Congestion Management Process here</i> ) includes a description of the Congestion Management Process."

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
91	3	Land Use	Complete Streets policy/approach is not applicable to all communities, particular suburban communities.	<p>As noted in the draft plan, "Complete Streets" is a term used to describe an approach to transportation planning, design, and construction that considers the needs of all potential users – motorists, pedestrians, transit vehicles and users, bicyclists, commercial freight trucks, and emergency vehicles – moving along and across roads and through intersections. It does not specify facility types or designs.</p> <p>The Council agrees that a one-size fits all approach to investing in communities will not work. Differences between suburban and urban communities must be acknowledged and accounted for with regional policies. Thrive MSP 2040 acknowledges this by providing community designations and investment approaches that vary depending on each communities' stage of development and current patterns.</p> <p>Every community should seek to implement appropriate designs and investments in transit, bicycling and walking opportunities within its jurisdiction to benefit its residents. Each corridor should be planned to address its unique issues and needs from both a local and regional perspective.</p>	
75	3	Land Use	The TPP suggests an implementation timeline for station area plans and related zoning controls. The City of Eden Prairie will continue community conversations regarding the appropriate implementation schedule for local controls.	Comment acknowledged. An implementation plan for local controls is required in comprehensive plans. The Council will work cooperatively with local governments through the corridor land use planning and the comprehensive plan review process.	
8	4	Funding	To create a dedicated source of funding for improved transportation we should seek voter approval across the entire census defined Metro MSP Area which would be 11 counties in Minnesota and not just the 7 counties the Metropolitan Council has jurisdiction over.	Under state law the Council's jurisdiction for planning and operations extends only throughout the 7 county metropolitan area. The 2010 federal census recently re-defined the urbanized area to include portions of Wright and Sherburne counties. For the purposes of transportation planning only the TPP also includes these areas as required under federal law. It will be a decision of the state legislature and Governor as to whether the passage of any new transportation funding package will require voter approval.	
12	4	Funding	Table F-5 on Page 246 does not discuss how "housing performance score" will be incorporated into the Regional Solicitation for Transportation Funding.	The tables (F-5 and F-6) on pages 245-247 list investment factors for identifying regional transitway priorities in the Transportation Policy Plan. The specific criteria and measures for the Regional Solicitation are not specified in the Transportation Policy Plan and include other eligible transit projects, not just transitways. Information about the use of the Housing Performance Scores in the Regional Solicitation is included in the solicitation materials, which are now posted on the Council's web site after being released on October 13, 2014.	



Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
113, 117	4	Funding	The Current Revenue Scenario severely limits maintenance and operations spending and the ability to undertake capacity improvements to the point that levels of service will degrade and become a brake on regional development. Even under the Increased Revenue Scenario, the additional funding would not be allocated on a regional basis to areas where development is guided to occur at densities dependent on expanded system capacity.	The Current Revenue Scenario shows a reasonable estimate of the revenue that will be available for highway investment through 2040 under past practices and current law. The Council agrees that this scenario is underfunded and specifically will not keep pace with the operations, preservation, and maintenance needs of the principal arterial system. The Increased Revenue Scenario is meant to provide a realistic estimate of the level of funding needed to bring the region closer to achieving the outcomes and goals of Thrive MSP 2040 and the TPP. As noted on page 169 of the draft Highway Investment chapter, regional balance of investments is an important investment factor that will be considered in prioritizing highway investments.	
12	4	Funding	Even under increased revenues, how can we justify expanding the system by \$4-5B? That \$4-5B will simply increase our long term maintenance obligations, perpetuating a cycle where we cannot maintain our existing infrastructure.	The Increased Revenue Scenarios for both highways and transit include funding that will be used to operate, preserve and maintain the systems into the future. The Increased Revenue Scenario figures are through 2040 but it is assumed that any taxes or fees implemented to support the Increased Revenue Scenario will continue beyond 2040 and will support continued preservation and maintenance.	
15	4	Funding	Utilizing federal funds is an inefficient and cumbersome process. Met Council and MnDOT should develop a system whereby federal funds received by the region are utilized by MnDOT on projects in their improvement plan and the equivalent amount of state funds are made available to agencies in the region for projects awarded funding via the regional solicitation process. This would remove many of the hurdles and delays inherent in current process providing better service and return on investment to constituents in the region.	The Council agrees that using federal funds on small transportation projects can be burdensome to the local units of government given the federal requirements. Distribution and monitoring of federal transportation funds is a process addressed through the TAB/TAC and regional solicitation processes. The Council, MnDOT and representatives of local government from TAC have recently formed a working group to develop processes to de-federalize selected projects.	
25	4	Funding	The document does not discuss potential new funding sources, or expansions to sources that already exist. The Transportation Policy Plan should include stronger language identifying the need for more funding from the state and federal governments.	The 2040 TPP focuses on identifying needed new transportation investment through the Increased Revenue Scenario. Under the Current Revenue Scenario both highway and transit investment falls short of what is needed for the region to accomplish the outcomes of Thrive MSP 2040 and meeting the transportation goals within the TPP. The plan focus is on identifying the level of need and spending priorities, leaving it up to the legislature and Governor to determine the appropriate funding sources.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
25	4	Funding	Highway funding: needs to rely more on the changing priorities of the region and the needs of the shifting demographics of the region, than on status quo spending and past funding formulas. Historic spending rates should be of limited importance in making future decisions. Local communities should have input into the creation of these evaluation measures.	The TPP utilizes past spending levels to assist in forecasting future revenues that will be available under the Current Revenue Scenario. While the level of revenue available is based on past history, the identified investments are based upon an analysis of need. The vast majority of the highway revenue will go towards asset preservation and lower cost high return on investment improvements to the existing highway system. The mobility investments are focused on implementing additional MnPASS corridors.	A new graphic has been added to illustrate the lack of flexibility within existing funding sources. It is Figure 3 on page 57 and Figure 4-2 on page 175.
25	4	Funding	More emphasis should be placed on Local Governments being part of any solution or fix that might increase transportation funding. It might be more meaningful for the plan to identify the policy changes and how the funding increases and policy changes will be pursued - if known or possible.	Under federal requirements the plan must focus on what is known as the Current Revenue Scenario or the fiscally constrained scenario. The plan does emphasize that under this scenario the region will not be able to achieve the outcomes and goals called for in Thrive MSP 2040 and the TPP. The Increased Revenue Scenario is meant to give a realistic estimate of the funding that would be required to achieve these outcomes and goals. Strategy D1 calls for the Council and its regional partners to identify and pursue the level of increased funding needed to create a system that will move towards the outcomes and goals. Additional text will be added to Chapter 1 related to the need for transportation funding.	Changes made where appropriate.
26	4	Funding	Support focusing funding on operations and maintenance of the existing highway system and not on expanding the highway system, in both current and increased revenue scenarios.	Comment acknowledged. The Current Revenue Scenario for highways has very limited expenditure on mobility projects with the majority of the funding dedicated to operating and preserving the existing system. Under the Increased Revenue Scenario it is expected that the majority of the new revenues will still be allocated towards more fully meeting the highway operations and preservation needs of the existing system. The level of funding available for mobility projects will be dependent on the total level of new funding available, with higher levels of funding providing more ability to fund mobility/expansion projects. The emphasis will continue to be on selecting mobility projects with a lower cost high return on investment.	
27, 97, 101, 119	4	Funding	FHWA and MnDOT visions for a robust regional transportation system that meets the goals mandated by MAP-21 should be included in the increased revenue scenario in the Highway Investment chapter.	Federal planning law emphasizes that metropolitan transportation planning is a required local activity that should include involvement from a variety of local governments, transportation agencies, modal groups, and under-represented populations. The FHWA's defined role is to review and provide oversight to assure federal planning regulations are met. During the development of the plan, FHWA limits itself to	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
15, 27, 97, 99, 101, 102, 116	4	Funding	The increased revenue scenario in the Highway Investment chapter should be expanded to articulate a vision for a robust regional highway system.	<p>advisory comments relating to federal requirements. After the MPO adopts the plan, the FHWA provides a thorough review of the plan. Council staff met with FHWA staff on three occasions to apprise them of plan progress and contents. This plan will be sent for formal review following adoption.</p> <p>Federal planning law requires the long-range plan to be fiscally constrained (account for revenues and expenditures that can reasonably be expected). In the draft 2040 Transportation Policy Plan, this is shown as the current revenue scenario. The Council agrees this scenario depicts a fairly bleak picture of the highway improvements that will occur. However, it is a realistic picture and aligns with MnDOT's recently completed Minnesota Statewide Investment Plan.</p> <p>This plan also attempts to respond to FHWA comments expressed about the 2030 Transportation Policy Plan (adopted by the Council in 2010), made during the most recent U.S. Department of Transportation planning certification review, such as containing a chapter that clearly identifies the revenues and expenditures for the planning period and inclusion of the list of projects funded under fiscal constraint. The draft plan also includes an increased revenue scenario, based on the work of the Governor's Transportation Finance Advisory Committee, but also accounts for inflation impacts and shortfalls in highway operations. The increased revenue scenario considers preservation, safety, congestion reduction, and freight movement factors when selecting investments. Federal performance measures for congestion reduction and areas other than pavement and bridge are not yet available, but are anticipated in mid-2015.</p>	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
				<p>While the intent in developing the Increased Revenue Scenario was to identify a funding scenario with an achievable level of new funding, an additional \$8 to \$10 billion of increased revenue for metropolitan area highways is most likely not realistic. For example, the TFAC analysis at a lower level of unmet need would have required the equivalent of more than a 40-cent rise in the gas tax over a 20-year period.</p> <p>The TPP defines unfunded needs in broad program investment categories but does not identify specific projects. If new funding is realized, the TPP will need to be amended or updated to incorporate specific projects and spending. This will require a robust public participation process to identify projects. MnDOT, counties, cities and other stakeholders will be actively involved in this process.</p>	
37	4	Funding	<p>- The Draft 2040 TPP articulates the problems of growing congestion, increased freight traffic, increasing population and insufficient revenues, but does not provide a real plan of what investments are needed to address these problems.</p> <p>-In the area of highway investments, the Draft 2040 TPP focuses almost exclusively on maintenance and preservation of the existing highway system along with some investment in additional MnPASS lanes.</p> <p>- The fact that the legislature passed a Corridors of Commerce plan in 2013 highlights the fact that these corridors are not receiving the attention and the investments they need. The 2040 TPP plan does not mention the Corridors of Commerce program and the need to make these important corridors a priority.</p>	<p>The Current Revenue Scenario for highway investments is focused primarily on maintenance and preservation due to the limited amount of funding available and the growing unmet preservation needs of the existing system. The Increased Revenue Scenario is meant to provide context for the level of unmet need in various highway investment categories or types, including continued unmet highway operations and preservation needs. The scenario accounts for a level of funding that is very aggressive but might be achievable under an increased revenue scenario. It is clear that whatever level of increased revenue is received, prioritization among investment categories or types and also among projects will need to occur. This will be a major work effort undertaken by MnDOT, the Council and the local units of government that will need to occur over the next few years (MnDOT has begun work on this effort) and should be done with an understanding of approximately the level of new funding that might be available.</p>	
13	4	Funding	<p>No discussion of road pricing, even vehicle mileage taxes, which will likely be in place by 2040, as electrification or other power-train technology obsoletes the gas tax.</p>	<p>The finance chapter contains discussion of the funding sources currently used for transportation investments. The Current Revenue Scenario, as required by federal planning rules, is based upon a projection of these revenues into the future and does include recognition of the declining productivity of the gas tax. The TPP also identifies a future level of funding need through the Increased Revenue Scenario but does not identify specific funding sources that might be implemented by the state Legislature or Congress to meet this need. It is true that mileage based pricing might be a viable funding source by</p>	

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				2040 or sooner, however the plan is updated every four years and as this funding tool comes nearer, or is implemented, it will be recognized and described as a funding source along with projections of the revenue it will provide for investment.	
72	4	Funding	Stronger metrics are needed to promote access to transit. Reliance on large federal grants is not a sustainable approach, nor is expecting state motor vehicle sales tax revenues for transit to remain steady.	Comment acknowledged. The Current Revenue Scenario within the plan states that under current revenues the region will be unable to expand the existing bus system. The Increased Revenue Scenario provides a vision for the bus and transitway expansion that could be accomplished with a higher level of funding. It does not specifically identify an appropriate new funding source. However, the level of funding expected from federal New Starts grants and motor vehicle sales tax revenues is already fully accounted for in the Current Revenue Scenario and these sources are not expected to meet the needs for increased transit funding.	
86	4	Funding	All projects included for funding in the current revenue scenario should be ranked according to the Technical Investment Factors for Setting Regional Transitway Priorities, and be prioritized accordingly.	While the Transit Investment chapter contains a section on Setting Regional Transitway Priorities at this time only general prioritization criteria are identified, not specific measures for each criteria. The plan contains a Work Program item that will further develop the transitway prioritization measures and process for prioritization. This work is expected to be accomplished during 2015-2016.	
87, 109	4	Funding	The TPP should advocate more strongly for increased transportation and transit funding.	The TPP is prepared to meet specific requirements of state and federal planning law. It is not meant as an advocacy document though much of the data and information in the document can be used to advocate for funding needs. The primary purpose of the document is to identify investments that can and will be accomplished under the Current Revenue Scenario. The Increased Revenue Scenario is meant to show the level of unmet funding need that would bring the region closer to achieving the outcomes identified in Thrive MSP 2040 and the TPP transportation system goals. In the Strategies chapter Strategy D1 does specifically call for the Council and its regional transportation partners to identify and pursue the level of increased funding needed to achieve the outcomes and goals of the plan.	
88, 117, 119, 120	4	Funding	1% annual growth in regular route bus services is not enough.	The Council agrees that 1% annual growth is conservative. It does represent a realistic approach to expansion within the increased revenue scenario. However, the expansion is dependent on a number of competing interests, such as transitway expansion. The language has been edited to reflect "at least" a 1% expansion in bus service, to be coordinated	"At least 1%" has been added in each instance of text and map.

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				with the needs and investments in the transitway system and the total level of new funding received.	
99	4	Funding	<p>The existing revenue scenario does not acknowledge that according to funding forecasts the State is billions of dollars short of maintaining existing infrastructure.</p> <p>The plan needs to reflect a realistic funding scenario for both the existing and enhanced scenarios. It also needs to evaluate the operational funding sustainability of the proposed investments, especially in the areas of transit. The plan should also state the consequences of no new funding.</p>	The highway Increased Revenue Scenario is meant to reflect a level of need and priorities that might realistically be accomplished with increased revenues. For the first time this plan identifies an unmet funding need including \$2.0 to \$2.5 B to rebuild and replace highway assets and \$1.0 B needed for highway operations. It is expected that increased spending on highway preservation and operations would be a very high priority with increased revenues. The Increased Revenue Scenario for transit does include estimates for the level of revenues needed to preserve and operate an expanded system.	
101	4	Funding	It is important that capacity improvements on the County and State highway system in the suburban communities are contemplated in the Transportation Policy Plan and are given a fair chance at receiving funding.	The Regional Solicitation focuses its roadway funding on the non-freeway principal arterials and A minor system. Page 169=8 of the draft 2040 TPP lists the highest ranking Highway Investment Prioritization Factors. These are the important factors that will be considered when selecting investments on the principal arterial system. The list included and recognizes the importance of a regional balance of investments. County highway improvements are primarily funded with funds under the control of the county. Federal funding for roadways is available through the Regional Solicitation for non-freeway principal and A minor arterials. The criteria in the solicitation are consistent with the TPP and the final solicitation funding recommendation has always considered regional balance of the investments.	
109	4	Funding	The City supports the Metropolitan Council leveraging its existing resources, tools, programs and funds to help meet the overall transportation goal of the plan. However, as the draft plan notes, the current revenue scenario is inadequate to meet identified needs. The City further supports identification and allocation of additional resources needed to meet these needs. This includes support for local funding sources where appropriate.	The Increased Revenue Scenarios for highway and transit are meant to provide a context for the level of funding needed to better meet the goals and objectives of the plan. The scenarios do not identify specific sources for the new revenue, just a level of funding need. The plan does not include a projection of the unmet need on the local transportation system. This would be a major work task and will require significant involvement by the local units of government. A new Work Program item will be added to evaluate the unmet funding needs on the A minor system.	
109	4	Funding	Support funding and prioritization for more challenging and expensive projects that will result in significant gains to the system, due to their proximity to job, population, and transit centers.	Support acknowledged. The Transit chapter does contain a section of Setting Regional Transitway Priorities and a Work Program item on further defining the prioritization process.	

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111	4	Funding	Several chapters discuss prioritizing investments, but details on how those investments would be prioritized are left to a future Work Item. How priorities would be determined in Part 2 D, Transportation Finance, needs to be spelled out in this document.	The Transportation Finance chapter is focused on identifying the sources of revenues, assumptions regarding how these revenues will grow or change over time and a level of funding needed for the unmet highway and transit needs. Identifying investments and prioritization of the investments occurs in the highway and transit investment chapters. The highway chapter identifies Investment Prioritization Factors on page 168 of the draft along with investments summarized in Table E-7. The transit chapter includes a section on Setting Regional Transitway Priorities and also calls for a Work Program item to further define the process.	
112	4	Funding	We should start with a vision that we are trying to achieve and performance measures that we need to meet and then worry about what kind of increase in funding may be realistic in the near future. Unfortunately, the vision for the region's transportation plan seems overly tied to anticipated funding levels. The region needs an analysis of the improvements that will allow the region to meet key performance measures being developed under MAP-21 regardless of revenue projections. Policy makers need objective information about problems and costs on the system so they can understand the true needs. Funding levels should not determine what is needed.	Federal planning requirements call for a long range transportation plan that is fiscally constrained - represented by the Current Revenue Scenario. This scenario is meant to give the public, policymakers, communities and other stakeholders a realistic view of what investments that will be accomplished and should be planned for over the coming years. The Increased Revenue Scenario is meant to show the level of unmet need while also reflecting a realistic level of funding that might be attainable. The plan is clear that the regional outcomes identified in Thrive and the TPP transportation goals cannot be met under the Current Revenue Scenario.	
112	4	Funding	The funding estimates also assume a growing contribution from federal funds and the state general fund which may well be overly optimistic. A number of states are recognizing the uncertainty of federal funds and are moving to increase dedicated state and local funding for transportation. The Transportation Finance section of the Draft TPP makes no mention of the uncertainty in federal funding. It is also worth including information on the impact of changes to the distribution of federal funds under MAP-21 for local governments given that they are now receiving less in federal dollars. We also believe that the plan should include an analysis of the level of unmet need on the local transportation system. The Transportation Finance Advisory Committee did include an estimate of the funding gap on the local system and while that may be a statewide number, an effort should be made to identify the funding gap on the local system in the metropolitan area.	The funding estimates for the increased revenue scenario assume very modest increases in federal funding of 1% annually. This is consistent with the assumptions used by MnDOT for the Minnesota Statewide Investment Plan (MnSHIP) and is consistent with increases received historically. The federal increases will likely not occur on an annual basis but will occur based on congressional action in step increases that would be averaged over a period of years of the plan. Local governments have never directly received federal transportation funds but rather apply for federal funding through the Regional Solicitation. Map-21 did result in a decrease of funds available for this process primarily in the area of Transportation Alternative Program funding for bike and pedestrian improvements and also a reduction in funding for local bridges. The plan accounts for the level of funding provided by MAP-21.	

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111	4	Funding	<p>"Under the Current Revenue Scenario, expectations are that the performance of the highway system will decline because revenues will not even meet the needs to operate, maintain and preserve the existing system."</p> <p>This is a very important statement in the document that may not be fully recognized and should be given added emphasis to agencies, policy makers, etc. A clear picture of what happens if this revenue scenario becomes a reality needs to be clear to the public. A regional vision for the highway system should communicate the needs for increased/additional revenue. Include also priority criteria to support the highway system should monies become available.</p>	<p>Chapter 1, Transportation Finance and the Highway Investment Direction and Plan emphasize that under the current revenue scenario the performance of the highways system will decline as funding will not keep pace with the operations, maintenance and preservation needs of the existing system. The increased revenue scenario is meant to provide a realistic vision of the level of spending needed to bring the region closer to meeting the outcomes of Thrive MSP 2040 and transportation goals in the TPP. The highway investment chapter identifies important investment factors that should be used to direct highway investment decisions. Performance measures related to the highway system are identified in the Transportation System Performance Evaluation chapter and will continue to be worked upon in the Work Program study item Identifying and Refining Performance Measures for Planning and Programming.</p>	
112	4	Funding	<p>If additional funding is provided beyond the levels in the fiscally constrained vision, will needed projects be considered inconsistent with the plan and therefore not able to proceed? The region needs a vision that recognizes the projected growth and doesn't require legislative direction to ensure that larger highway projects can be accommodated.</p>	<p>If additional funding is received for projects not included in the Current Revenue Scenario both the funding and the projects must be amended into the plan. Under federal requirements that long range plans be fiscally constrained only the projects in the Current Revenue Scenario are considered in the approved plan. Changes to revenues and funded projects must be amended into the plan through a process with opportunity for public comment and participation.</p>	
112	4	Funding	<p>While the level of unmet need on the region's roads and bridges is significantly higher than the level of unmet need on the transit system, the plan only mentions the recommendation of TFAC to increase the metropolitan area sales tax by ½ cent in order to fully meet the identified funding gap of \$7-\$9 billion over 26 years. There is no similar reference to the TFAC recommendations for increasing funding for roads and bridges or any of the other modes. We know that close to 90% of trips in the region – for both people and freight – rely on highways. The funding gap for state and local roadways and bridges in the metro area is so serious that some mention needs to be made of the options available to at least reduce the gap.</p>	<p>The Increased Revenue Scenarios for both highways and transit were originally developed from the 2012 TFAC recommendation, which did provide recommended funding sources to fill the gap. The draft 2040 TPP took the TFAC need recommendation and provided additional detail on the level of need for both highways and transit. However, the highway needs grew from the TFAC recommendation due to the addition of unfunded highway operations and also needs for highway related multimodal and ADA investments. Therefore the identified highway needs in the TPP do outstrip the funding recommendations of TFAC. The transit unmet need, while refined in more detail, is still consistent with the TFAC work. The Increased Revenue Scenarios are meant to provide context on the level of unmet need in the metropolitan area but the plan does not recommend specific funding sources for either highways or transit to fill the gap. This will be a decision of the Governor and legislature. The Council's role will be to continue to advocate for increased funding to meet the need. (See response to comment #X regarding added text on advocating for increased funding.)</p>	



Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
113	4	Funding	<p>The criteria for allocation of these funds is established by the 2040 TPP with minimal regard for regional balance, utilizing social economic and housing data in such a way so as to create built in bias for projects benefiting Urban Center communities over other areas of the region.</p> <p>The advisory groups recommending the criteria for transportation planning and recommendations for project investment does not include adequate representation necessary for regional balance in the Metropolitan Council's decision process.</p>	<p>Important investment factors that should be analyzed and considered when making investment decisions for highway and transit are included on pages 168-169 of the draft Highway Investment chapter and pages 224 and 245-246 of the Transit Investment chapter. Both chapters specifically include the consideration of regional balance of investments as an important investment factor that will be used in decision-making processes.</p>	
118, 119	4	Funding	<p>The TPP should include an explanation of why additional operating funds are not needed to support the additional \$305 million in capital funding for bus and bus system expansion.</p>	<p>The \$305 million available for bus system expansion represents an estimate of funds awarded entirely through the Regional Solicitation and the Transportation Advisory Board processes every two years. A Regional Solicitation application requires identification of operating and match funding prior to grant award. Some capital projects can result in operating savings or more efficient use of existing operating dollars. In addition, transit providers may choose to reinvest existing operating funds in new expansion service that is more productive.</p>	
120	4	Funding	<p>Concern about the region's ability to build and operate new lines and also maintain existing transit infrastructure with only a quarter cent sales tax. Concern about counting on larger federal grant awards and expecting state motor-vehicle sales tax revenues for transit to remain steady, given the trend toward less driving.</p>	<p>The Current Revenue Scenario provides an estimate of revenue that could be available for transitway expansion under past funding practices and current law. It does rely on an aggressive level of competitive federal New Starts/Small starts funding that given the region's past success is a reasonable assumption. The estimates for increases in the motor vehicle sales tax are approximately 2.5% annually, as used by MnDOT in its Minnesota Statewide Highway Investment Plan (MnSHIP). Give the actual increases over the past five years this appears to be a reasonable estimate.</p>	
122	4	Funding	<p>Page 153: Insert the following new paragraph at the end of "State Highways Revenue" discussion and before the one for "Federal Highway Revenues."</p> <p>As noted at the outset of this chapter, the Current Investment Scenario contains only those anticipated revenues that are dedicated and based on past experience and current laws and allocation formulas. It does not include special funding programs such as the state's Corridor Investment Management Strategy (CIMS), Transportation Economic Development (TED), and Corridors of Commerce (CIMS) programs.</p>	<p>The Council agrees that the special funding programs such as CIMS, TED and CoC are not on-going programs that can be relied upon for future funding allocations. The recommended text will be added.</p>	<p>Text added on page 153 of the draft as follows: "As noted at the outset of this chapter the Current Revenue Scenario contains only those revenues that are dedicated and based on past experience and current laws and allocation formulas. It does not include special funding programs such as the state's Corridor Investment Management Strategy (CIMS), Transportation and Economic Development (TED), and the Corridors of Commerce (CoC) programs."</p>

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
122	4	Funding	Page 166 and Figure E-1: Last paragraph - It notes that priority will be given to the Interstates. Given MAP-21, it seems the statement should note that priority is given to the National Highway System, with a focus on the Interstate system.	Comment acknowledged. Change to text will be incorporated.	Pages 166 and Figure E-1 revise text to refer to National Highway System rather than Interstate system.
119	4	Funding	Various questions regarding local transportation revenues, wheelage taxes, and the funding of minor arterials.	Under federal planning requirements the TPP must account for revenues and spending on the entire transportation system within the metropolitan area. This is the first plan to include estimates of local revenues and expenditures and is a direct response to a comment from the FHWA/FTA provided during the region's last planning process certification and review which noted that this information was lacking from the plan. In reviewing the funding estimates for the wheelage tax an error was found that had resulted in significantly overstating these revenues. A correction has been made to Table D-1. The total estimates of local spending were also reviewed and found to be accurate based upon local data submitted to the state auditor in 2011 and 2012 which was used as the basis for the local spending estimates. The correction to the wheelage tax estimates results in an increase in the property tax revenue estimates and the total local transportation spending remains unchanged.	Corrected wheelage tax estimates in table D-1.
109	4	Funding	p. 191, Paragraph 2 – Increased revenue scenario assumes general purpose funds are available. The plan should also note that more constrained sources might be available for specific project types and modes. Priorities developed for this plan would also be useful in that scenario.	Comment acknowledged, no change needed	
109	4	Funding	p. 52, Table 1.1 – It is unclear how these allocations/ratios for spending are related to the goals outlined in throughout Part 1. These numbers should reflect the desire to achieve the outlined goals, and they may, but there is no narrative clarifying why the amounts are what they are.	Text will be added to highlight the connection between the information in the text and the table.	Page 51, add paragraph, following the bulleted list: <u>Table 1-1 identifies the specific categories for state highway investments from 2015-2040.</u>
109	4	Funding	p. 53, Paragraph 6 – Please modify this sentence to more accurately summarize the modern streetcar acceleration opportunities described on page 251: “Additional acceleration options may also be possible for arterial BRT projects and modern streetcar projects within the current revenue scenario. While this plan acknowledges that a broader discussion on modern streetcars needs to occur at the regional level, there are opportunities for projects to move forward on a case-by-case basis.”	Comment acknowledged. Text consistent with the description in the Transit chapter will be added to the introductory portions of the document.	On Page 53, add the following text: Additional acceleration options may also be possible for arterial BRT projects and modern streetcar projects <u>within the current revenue scenario. While this plan acknowledges that a broader discussion on modern streetcars needs to occur at the regional level, there are opportunities for projects to move forward on a case-by-case basis.</u>

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
109	4	Funding	p. 59, Paragraph 3 – There should be more clarity as to how prioritization addresses not just general connectivity, but producing high quality facilities that really can make a difference in mode share. It is not enough just to have a facility – it has to be a safe and attractive choice. Additionally, the reference to “limited funding” could be expanded further – to explain the implications of an underfunded system in terms of the ability to achieve goals.	<p>The Bicycle and Pedestrian Investment Direction section discusses a range of potential bicycle facility treatments that provide the desired functionality for regional bicycle corridors (beginning on p. 269 of draft TPP). Regional Solicitation project selection criteria for bikeways (recently updated by the Transportation Advisory Board) are not specific to facility types. This TPP does not prescribe specific facility types because every community and every transportation corridor are unique and should be planned with much emphasis on the local context. What may be appropriate for one corridor will not be the best application for another. The importance of safety in developing bicycle facilities is emphasized throughout the plan. The implications of "limited funding" are discussed on pp. 271-272 of the bike and ped investment section under "Regional Funding Needs."</p> <p>Staff will add clarifying text to Part I and to the Bicycle and Pedestrian Investment section highlighting the specific facility treatments suggested to make the Regional Bicycle Trans. Network attractive to cyclists.</p>	<p>Revise first part of last para on p. 59 in Part I to read as follows: The intent of the proposed Regional Bicycle Transportation Network is to encourage cities, counties, and parks agencies to plan and implement an integrated and seamless network of on-street bikeways and off-road trails to most effectively improve conditions for bicycle transportation at the regional level. Because there is generally limited funding for bikeway facilities at all levels, this regional network has been developed to have the greatest potential to attract new riders. Specific facility treatments to improve the attractiveness of the Regional Network to potential bicyclists are suggested in the Bicycle and Pedestrian Investment Direction section (link to "Bicycle Facility Types that Meet Regional Bicycle Corridor Functionality.")(Note: this begins on p. 269 of draft TPP). Revise first sentence of para 2 on p. 269 of draft TPP as follows: There is a range of bicycle facility treatments, both off road and on street, which may be applied in different parts of the region to accomplish the function of regional bicycle corridors and to maximize their attractiveness to potential bicyclists.</p>
109	4	Funding	p. 63, Paragraph 2 – The outcomes of the current revenue scenario is very helpful to see. If possible, it would be good to see this broken down by mode.	The information included in the introductory section of the transportation plan is a high-level summary of performance expectations. The complete list is available in the Transportation System Performance Evaluation section later in the plan.	
111	4	Funding	Given the stated importance of the bus system and population growth, is the current revenue assumption significantly underfunding future expansion and modernization of the bus system?	The current revenue scenario represents a reasonable expectation of funding based on past experiences and anticipated revenues. Given these conditions, there will be minimal funding available to expand or modern the bus system in the current revenue scenario. The Council agrees that this is underfunding and supports the increased revenue scenario as an alternative.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
18	5	Roads	As the Metropolitan Council is aware, the Minnesota Department of Transportation has initiated the Highway 10 Access Planning Study, set to be completed later this year (2014). Ramsey strongly requests that this study be incorporated into the 2040 Transportation Policy Plan to a greater degree. Additionally, Highway 47 continues to be an area that needs to be addressed. Without these safety and mobility improvements, Ramsey is sure not to experience the forecasted growth as presented by the Metropolitan Council.	<p>The draft 2040 TPP provides an update on the status of non-freeway conversions starting on page 186 and continuing onto page 187. The status of US 10 is the second item in the section and can be found on page 187. It outlines the philosophy of study to identify lower-cost/high-return-on-investment projects that can be built incrementally to improve safety and operations for all travelers in the corridor. Because firstly, the study was not complete at the time of the release of the Draft 2040 TPP (nor has it yet been released as a final format) and secondly, given the requirement that the plan be fiscally constrained, the improvements identified in the study are not included in the plan at this time.</p> <p>Spot mobility projects identified through MnDOT's Congestion Management and Safety Plan (CMSP) improve traffic flow by providing bottleneck relief, improving geometric design, and addressing safety hazards. MnDOT has identified through the CMSP one such project for possible improvements on TH 47 between CSAH 116 to CSAH 5 in FY 2016. Currently, the project would consist of an additional northbound lane (through a shoulder conversion) and possibly intersection improvements. However, this is subject to available funding. The plan does not list these types of projects individually, but does include them programmatically. As shown in Table E-7 spot mobility improvements are funded in the first 10 years of the plan at a level of \$75 to \$125 million.</p>	
21	5	Roads	General-purpose lanes were added on I-494 and I-694 between I-35E and 35W and the 2040 TPP should recognize that on certain segments of the system, like I-694 between TH 61 and I-94, such lanes should be considered as the only reasonable approach.	<p>Highway funding is limited and the resources expect to be available in the next 20 years will primarily be needed for operating, maintaining and rebuilding the existing highways. The plan does acknowledge that strategic capacity improvements may be needed in some locations but, since federal law requires that planned expenditures be constrained by available resources, no additional specific capacity projects can be added to the plan until new revenues are identified.</p>	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
21	5	Roads	The draft 2040 TPP should recognize that capacity deficiencies on the Principal Arterial system have contributed to current congestion challenges across the rest of the network.	<p>Comment acknowledged.</p> <p>Capacity constraints, wherever they exist, affect the remainder of the transportation system. Strategy C9 states that the Council will support investments in the A-minor arterials that improve the system's ability to supplement the capacity of the principal arterial system. However, in Strategy D1, the plan also recognizes that the Current Revenue Scenario does not allow the region to fully address operation, maintenance, and expansion needs. Several sections of the plan do include actions to ease congestion on the regional highway system. The regional highway system is defined as all highways serving the region, including principal arterials and A-minor arterials.</p> <p>Previous work conducted for the Principal Arterial Study indicated that as capacity expansions were made to the principal arterial system the primary benefiting roads were the minor arterials. Traffic was attracted back to the principal arterials and off the minor arterials.</p>	
21	5	Roads	The draft 2040 TPP should use the findings from the "A" Minor Arterial System Evaluation Study to establish a position in the TPP on functional class and roadway jurisdictions across the regional system.	<p>In the draft TPP on page 120 under Strategy F3 it is stated "The Council will work with its partners to ensure the road authority with jurisdiction over and responsibility for a road matches the role the road plays in the transportation system..." The position of the Council for a number of years has been that MnDOT should have jurisdiction over the principal arterials. This has been reinforced by two factors over the past two years. MAP 21 makes it clear the federal position is that these are the most important federally eligible highways and they must be maintained and operated in a manner that follows the federal direction. The second factor is a finding from the region's "A" Minor Arterial study that MnDOT's level of investment on these highways is significantly lower than its investments on the principal arterials and the level cities and counties invest on the "A" minors (per mile).</p>	<p>On page 120 Strategy F3 add the following sentence: "MnDOT should own and operate the Principal Arterials and counties and cities should own and operate the A minor arterials."</p>
25	5	Roads	The definition of capacity improvement projects on existing highways should include projects on roads like Pierce Butler and Ayd Mill Roads that improve the capacity of existing urban roadway networks	<p>These urban roadways are part of the A minor arterial system, not the principal arterial system. The plan has many sections addressing the A minor arterial system.</p>	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
27, 50, 97, 101, 102, 112, 116, 125	5	Roads	The Highway Investment chapter should create a vision for a regional highway system that is consistent with documented travel behavior and Metropolitan Council defined regional growth projections.	Counties, cities, and other agencies were regularly involved in developing the draft transportation plan, as noted elsewhere in this document. The 2010 Travel Behavior Inventory (along with data from previous surveys) was a key element of those discussions and it provided an important basis for policy and investment within the plan. The Council's 2040 travel forecasts were developed and modeled assuming the current revenue scenario for highway expansion and used the community level population, jobs and household growth projections developed by the Council. The Council anticipates households and employers will continue to locate in suburban, suburban edge and emerging suburban edge communities even with the limited highway investments under the current revenue scenario.	
15, 27, 28, 32, 50, 97, 99, 101, 111, 116	5	Roads	The TPP should emphasize the importance of the A minor system and non-freeway principal arterials to the regional highway system. The TPP should acknowledge the role of local governments in planning and building these important components of the system.	The Council agrees that the importance of A-minor arterials should be emphasized more in the transportation plan, and that was the intent of the language shown in the strategies chapter (pages 104-106 and Appendix D). Additional language on the A minor system will be included in the Highway Investment chapter to more clearly address the A minor role. This is the first regional plan to identify the revenue and spending on the local road system (Finance chapter, pages 157-158, 162), which includes the A-minors owned by counties and cities. This has not been an emphasis in past plans, which primarily focused on development of the principal arterial system. The Council will add a Work Program item to work with cities and counties to better understand the needs and funding gaps on the A-minor system. These needs can then be better documented in future updates of the plan.	Several text changes have been made throughout the Existing System and Highway Investment chapters.

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
27, 97, 101, 112	5	Roads	The TPP Highway Investment chapter should be expanded to acknowledge the important role that connections to suburban counties and Greater Minnesota play in the regional and state economy.	<p>The transportation plan was developed in close consultation with MnDOT. MnDOT is responsible for statewide freight planning and the Statewide Multimodal Transportation Plan, which emphasizes economic competitiveness and the importance of freight movement. The Council will work with MnDOT to determine whether additional information regarding that relationship should be added to the transportation plan.</p> <p>The TPP and the Statewide Highway Investment Plan both emphasize the importance of considering truck freight movement when identifying investments on the highway system. This transportation plan identifies “improving economic vitality” as one of the top five investment prioritization factors to be considered. So far, no highway bottlenecks have been identified that are unique to truck freight – trucks are generally delayed at the same congestion points that impact all traffic.</p> <p>While the highest absolute volumes of truck travel occur on the interstate system, there are other major highways, especially in rural portions of the metro area, where truck freight comprises a high percentage of the total traffic on the road, relative to passenger traffic. The Council will continue to work with MnDOT, which is in the process of updating its Statewide Freight Plan, to identify highways or other locations of truck freight bottlenecks or related issues affecting the region’s and state’s economic competitiveness.</p> <p>In addition, a Work Program study item has been added to the plan to identify important metro principal arterial and A minor truck routes along with freight issues.</p>	<p>A new study has been added to the Work Plan as follows: "Identify Truck/Highway Freight Needs. Although the roadways most heavily used by trucks are easily defined by heavy commercial truck counts collected by cities, counties, and MnDOT (see Figure A-7 of this plan), determining whether those truck flows are impacted by congestion or other issues, such as safety problems or tight turn radii, requires much more data collection and analysis. For instance, many of the Interstates are used by through trucks traveling in off peak hours, so those high truck volume routes may not be as impacted by congestion as local trucks which travel routes with lower total truck volume, but must travel during peak daytime hours when their customers are available to receive deliveries.</p> <p>Prior to the 2018 update of the TPP, Council and MnDOT staff will continue to collect and analyze truck volumes collected by newer, evolving methods, such as cell phone tracking, to determine where highway improvements could most benefit trucks. Data from the Statewide Freight Plan update and Industrial Lands Inventory Study will also be analyzed to determine needs, for example, whether access improvements are needed to intermodal facilities in the region."</p>
28	5	Roads	Caution against the use of these new metrics (number of persons carried by a particular mode, or person throughput) to justify projects that would simply move congestion and bottlenecks from one location on the regional system to another.	Person throughput is not a new metric; it has been used in the past several versions of the TPP. The problem of moving bottlenecks on the highway system from one location to another is not related to the metric used to measure usage of a road as much as it is related to the need to address roadway improvements incrementally due to lack of available financial resources.	
30	5	Roads	TH 169 remains a key corridor not only for Belle Plaine and Scott County, but the region as a whole. It is an important corridor for commuter traffic as well as freight to serve the region’s needs. The City requests an update to the Policy to provide additional focus on corridors such as TH 169 located outside of the I494/694 beltway.	The importance of TH 169 is recognized in the plan by its designation as a principal arterial. The plan also acknowledges that limited resources will be available for improvements to any highways in the region by 2040 under current state and federal law. The plan will be updated if additional resources are approved in legislation.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
30	5	Roads	Under the fiscally constrained scenario, there will be no additional river crossings of the Minnesota River. This will continue to place burden on the existing system. Belle Plaine is fortunate to have one of the most flood proof crossings with the TH 25 bridge; however, it is important the system connecting to this crossing continue to serve increased traffic volumes. We request that language be added to acknowledge the importance of these existing crossings.	Comment acknowledged. The importance of all crossings of the three major rivers in the region will be acknowledged.	A new paragraph has been added to the Existing System chapter reflecting the importance of river crossings, including TH 25.
28	5	Roads	Urge the Council to work with MnDOT to take a leadership role in the implementation of technology based arterial management systems in conjunction with counties and local jurisdictions in the metro area.	Comment acknowledged. the TPP supports active management technologies and on p 310 the work program identifies further study of coordinating arterial traffic management systems	
32	5	Roads	5. The highway 41 bridge project is designated as a planned principal arterial on Figure A-2, but not on Figure A-1. a. Carver County requests the Met. Council to consistently acknowledge this planned project on all relevant maps.	MAP A-1 shows the principal arterial system of roads for the region, aka the "metropolitan highway system". TH 41 is an existing principal from TH 169 to TH 212, as shown on Map A-1. The only "planned" routes on map A-1 are roads being built on a new alignments that are actually under construction (TH 36 and TH 610). To eliminate confusion (and provide consistency for TH 41) legend on map A-1 will be changed to show "under construction" rather than "planned"	
32	5	Roads	Table E-2 and pg. 169 outline highway investment prioritization factors and highway investment categories. Request that the supporting text be revised to clearly explain how these factors and categories will be applied to decision making.	Text has been revised.	Federal law also permits, but does not require, the identification of additional projects that would be funded if additional revenues were made available. This plan refers to these additional investments as the "Increased Revenue Scenario" (also known as the "illustrative scenario"). Table E-2 summarizes the highway system investment prioritization factors that were ranked highest by policymakers, transportation professionals, and the general public during the extensive 2040 TPP public engagement process. The first two factors listed below, Safety and Security and Operate, Maintain, and Rebuild are underlying requirements when planning for all regional highway investments and were used by the Council and MnDOT in developing the Current Revenue Scenario. All of the factors in Table E-2 will be used to ensure investments in the "Increased Revenue Scenario" help meet the multiple outcomes, goals, and objectives identified in <i>Thrive MSP 2040</i> and this plan.



Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
32	5	Roads	Pg. 170: "lower cost/ high-return-on-investment spot mobility improvements." Request that the Council define this term how it is measured.	The term "lower cost/high-return on investment" does not have a specific formula with absolute numbers. It is a term used to evaluate ways of completing a project at a lower cost and with the most benefit - including benefit to people, the environment and the efficiency of the regional transportation system as a whole. Generally the Congestion Management Safety Process (CMSP) undertaken by MnDOT and the Council generally identified projects that were lower than \$10 M in total costs but this was not a hard and fast requirement.	
32	5	Roads	Pg. 180, Figure E-4: Request the green dot at the 101/61 intersection be removed. This improvement area is being addressed by construction currently underway.	Fig E-4 identifies locations that have been completed as well as those not yet implemented; figure will be reviewed to determine how to present this information more clearly	
32	5	Roads	Pg. 185 states, "additional general-purpose-lane capacity should be considered only if it is affordable; has been designed using the lower-cost/high-return-on-investment approach; maximizes use of existing pavement and right-of-way; and MnPASS has been evaluated and found not to be feasible." Request that the following two criteria be added: i. addresses bottle necks ii. completes an existing system	Criteria will not be added at this time since the TPP does not map specific bottlenecks, and construction is now underway on the last roadway needed to complete the region's long planned principal arterial system, MN 610 in Maple Grove.	
32	5	Roads	Table E-5 and Figure E-6: The highway 41 bridge project is designated as a planned principal arterial on Figure A-2, but is not addressed here. a. Carver County requests the Met. Council to consistently acknowledge this planned project on all relevant maps. Table E-5 and Figure E-7: Table E-5 does not list all of the highway access investments identified on Figure E-7. a. Carver County requests that the Council revise the table so that the two align. Alignment may require two maps; one to display investments that are funded and the other to display investments that are necessary, but not funded.	Fig A-2 shows the existing and future functional classification, and inclusion of TH 41 as a "planned principal arterial" is intended only to reflect that the future improvement of TH 41 is planned to be relocated from its "existing principal arterial" alignment. Table E-5 and Figure E-6 only show projects that are included as funded projects in the 2040 plan, and omission of TH 41 between TH 212 and TH 169 is correct since it is not an improvement project included in the current revenue scenario of the 2040 plan.  Fig E-7 includes projects from both Tables E-4 and E-5- text will be edited to make this more understandable	Fig E-7 includes projects from both Tables E-4 and E-5- text needs full edit to make this more understandable.

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
32	5	Roads	<p>Page 193 states, “The lists of projects under the Increased Revenue Scenario are not intended to be exhaustive and may not identify the region’s priorities for investment.”</p> <p>a. Carver County requests that the Council provide a more complete list that comprehensively reflects regional priorities. At a minimum, Carver County requests that the Council explain why this project list does not reflect regional priorities.</p> <p>b. Carver County also requests that the Council create a list and map of projects to identify potential Corridors of Commerce projects in the region. Although funding may not be available, Carver County believes the Council’s role should include planning for future opportunities.</p>	<p>The increased revenue scenario provides context for the level of funding need in a number of highway investment categories including mobility projects, but does not name specific projects. This will need to be determined when new revenue is received and the level of funding in each category will be dependent on the total new revenue received. New revenue and specific projects that will be funded with the increased revenue will need to be amended into the Current Revenue Scenario of the plan.</p>	
32	5	Roads	<p>Page 202: Carver County requests that completion of 212 be added to the list of future principal arterial needs. Completion of 212 is a critical priority for Carver County to meet the demand that forecasted population growth will produce.</p>	<p>This discussion of future principal arterial needs on page 202 is about identifying the need for new principal arterials, not improvements to existing principal arterials such as TH 212.</p>	
32	5	Roads	<p>Pg. 281, paragraph 3: Should include connecting capacity gaps in the definition of “spot mobility improvements.” Completion of Hwy 212 is an example of connecting capacity gaps.</p>	<p>Discussion of how spot mobility improvements may improve capacity bottlenecks is in the highway plan chapter. This paragraph in the freight chapter is intended to highlight the specific types of spot improvements that are of special benefit to trucks, such as truck climbing lanes on steep grades.</p>	
32	5	Roads	<p>Pg. 281, final paragraph: Investments that improve travel time predictability and dependability should be added to the list of specific capacity improvements to be considered for limited funding.</p>	<p>Sentence will be added to final paragraph on p 281: Among the regional highway system prioritization factors listed in the highway plan chapter, investments that improve travel time predictability and dependability are especially useful for commercial truck traffic.</p>	<p>"Among the regional highway system prioritization factors listed in the highway plan chapter, investments that improve travel time predictability and dependability are especially useful for commercial truck traffic."</p>

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
37	5	Roads	<p>Highway 212:</p> <ul style="list-style-type: none"> <li>-Freight movement is a major issue on US Highway 212. With growing levels of freight traffic, this corridor, which was not designed to handle the projected traffic levels, will become more dangerous and more expensive for residents and businesses as the cost of transporting products and the time spent in traffic congestion grows.</li> <li>- As demonstrated by the increase in business growth along the new Highway 212, the Southwest Corridor Transportation Coalition feels strongly that completing this major corridor to a four-lane facility from Chaska to Norwood Young America will improve economic development and prosperity in the region while leveraging previous investments to maximize their impact on the region. The remaining two-lane gaps need to be upgraded to four lanes to handle increasing population growth, increasing employment levels and increasing freight movement.</li> <li>- traffic volumes in year 2030 are forecast to increase on Highway 212 to between 21,000 and 28,000 vehicles per day, or two to three times the existing traffic volumes, exceeding the capacity of the existing two-lane facility.</li> <li>- Unfortunately, there are no MnPASS lanes planned on US Highway 212, a high-priority interregional corridor with a high volume of truck traffic, currently estimated at 1,850 heavy trucks per day.</li> </ul>	<p>Highway funding is limited and the resources expected to be available in the next 20 years will primarily be needed for operating, maintaining and rebuilding the existing highways. Since federal law requires that planned expenditures be constrained by available resources, no additional highway capacity projects, such as expanding 2 lane portions of TH 212, can be added to the plan until new revenues are identified. However, language will be added to acknowledge that, in many rural parts of the metro region, improvements to highways that would primarily benefit freight and residents of Greater MN should be considered for funding from sources, such as the Greater MN portion of the Corridors of Commerce program funded by the legislature in 2012 and 2013, that would otherwise be designated for use outside the Twin Cities metro area.</p>	<p>The following language will be added in the Highway Investment and Finance chapters:  <u>"In many rural parts of the metro region, improvements to highways that would primarily benefit freight and residents of Greater MN should be considered for funding from sources, such as the Greater MN portion of the Corridors of Commerce program funded by the legislature in 2012 and 2013, that would otherwise be designated for use outside the Twin Cities metro area."</u></p>
37	5	Roads	<ul style="list-style-type: none"> <li>- Safety on our roadways is another area that should receive more attention in this plan. High crash rates on Trunk Highway 5 and the two-lane segments of Highway 212 and other major corridors continue to leave too many fatalities and injuries.</li> <li>- Maintaining the pavement on Highway 5 and the two-lane portions of Highway 212 will not significantly reduce crashes.</li> </ul>	<p>Safety is one of the six goals of this plan and Strategies B1-B7 specifically addresses safety; it is also addressed in the highway plan chapter. Although specific project locations are not identified, about \$.4 billion is identified to be spent for safety improvements by 2040.</p>	
38	5	Roads	<p>The soundwall gap funnels noise pollution into the Tiffany Lane neighborhood Headlights from 694 traffic poses a safety hazard while turning from Cardigan Rd onto Soo St at night.</p>	<p>TPP is a system wide plan, and does not address specific highway operational issues like noise walls. This comment will be forwarded to MnDOT Metro division for their consideration</p>	
38	5	Roads	<p>The culvert draining the Owasso / Wabasso watershed under 694 is undersized &amp; results in flooding during heavy rains</p>	<p>TPP is a system wide plan, and does not address specific highway operational issues like noise culverts. This comment will be forwarded to MnDOT Metro division for their consideration</p>	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
51	5	Roads	The TPP has specific policies that emphasize transit. Table A-1 states that 33% of the vehicle miles traveled by buses occur on "A" Minor Arterials and 47% bus miles on lesser highways and local roads. Therefore, expansion of transit into suburban and suburban edge communities will require the additional investments in new minor arterials and other local roads. It is unreasonable to expect that communities can adequately plan for their growth if the regional transportation investments needed to accommodate that growth are not provided.	Improvements on the A Minor arterial system are supported through Metropolitan Council/TAB processes as funding allows. Limited projects (bridges) have been supported on B Minor arterial at times in the past. A Minor arterials are included in the definition of the Regional Highway System. New minor arterials, collectors, and local roads will be needed in some areas of the region. Funding for improvements to the A Minor arterial system will continue through Metropolitan Council/TAB processes as federal funding allow and as TAB directs. Transit bus-miles-traveled represents less than 0.2% of the total vehicle-miles-traveled on the A Minors, B Minors, collectors and local roads. Of that, over 55% of the bus-miles-traveled occur on the A Minor arterials which, as previously stated, do receive funding through Metropolitan Council/TAB processes as funding allows.	
70	5	Roads	The plan neglects the City's desire for a third northbound through lane on Trunk Highway 252 from north of Brookdale Drive to north of Humboldt Avenue/81st Avenue.	Under federal law this plan must be fiscally constrained to match projects in the plan to expected revenues (the current revenue scenario). The vast majority of expected revenue will be required to operate, maintain and rebuild the existing highway system, leaving very little for highway expansion unless new revenue sources are approved by the state or federal government. The increased revenue scenario provides context for the level of funding need in a number of highway investment categories including mobility projects, but does not name specific projects. This will need to be determined when new revenue is received and the level of funding in each category will be dependent on the total new revenue received.	
74	5	Roads	Reduce speed limit in urban core to 20 mph.	Under state law, the transportation commissioner has sole authority for establishment of speed limits so this request should be directed to MnDOT, not Metro Council or TPP.	
75	5	Roads	Request road improvements at: 1. Installation of a third lane for eastbound and westbound traffic along Highway 62 between Highway 169 and Interstate 35W. 2. Interchange improvements to Highway 169 and Valley View Road to allow better access to jobs in the Golden Triangle Area. 3. Grade separated interchanges along Highway 5 at Highway 4 and Venture Lane	Highway funding is limited and the resources expect to be available in the next 20 years will primarily be needed for operating, maintaining and rebuilding the existing highways. Since federal law requires that planned expenditures be constrained by available resources, no additional highway capacity projects can be added to the plan until new revenues are identified.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
91	5	Roads	Pleased to see that the transportation plan includes improvements to I-494 through Plymouth. Disappointed that improvements for TH 169 are not included.	The 2040 TPP does include all projects currently funded in the TIP, such as I-494. Highway funding is very limited and the resources expect to be available in the next 20 years will primarily be needed for operating, maintaining and rebuilding the existing highways. Since federal law requires that planned expenditures in the TPP be constrained by available resources, no additional highway capacity projects can be added to the plan until new revenues are identified.	
97	5	Roads	Appreciates the recognition that strategic capacity enhancements including freeway to freeway system interchanges such as I-94/494/694 in Woodbury and Oakdale are needed. The current safety and capacity issues warrant inclusion of this particular enhancement in Table E-4.	Since federal law requires that planned expenditures be constrained by available resources, no additional highway capacity projects can be added to the plan until new revenues are identified. Table E-4 only contains projects which are already funded by MnDOT through the CIMS and Corridors of Commerce programs. I-494/694 interchange is not one of those projects. Title of Table E-4 will be clarified.	Table E-4 title will be clarified- "Projects funded by MnDOT through the CIMS and Corridors of Commerce programs"
100	5	Roads	Encourage the Metropolitan Council and MnDOT to continue long-term planning and design efforts to provide future capacity improvements along Highway 10.	Comment acknowledged.	
100	5	Roads	Congestion and safety on Highway 47 is a priority.	Comment noted. TH 47 is an A minor arterial.	
100	5	Roads	Mississippi River crossing to the City of Dayton is a priority.	Comment noted.	
99	5	Roads	Note that the following minor arterial roadways are envisioned by Hennepin County:  <ul style="list-style-type: none"> <li>- Brockton and Interstate 94 interchange</li> <li>- Fletcher Bypass (CR116) - extension to CSAH 81</li> <li>- CSAH 30 - new Crow River Bridge to Wright County CR 144</li> <li>- Zachary Lane connect</li> </ul>	Given the fiscal constraint the region faces along with the Thrive 2040 outcome of sustainability, designing highway projects to alleviate congestion is not realistic. Rather, the philosophy is to manage congestion and improve travel time reliability through increasing the people moving capacity of the multi-modal transportation system. Congestion impact mitigation will be undertaken through a mixture of supportive land use policies; improved traffic management and more efficient use of existing highway system capacity, pavement, and right-of-way; implementing a MnPASS system; limited strategic highway capacity enhancements; and implementing alternatives to driving alone.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
104	5	Roads	Supports a multimodal system and has passed a Complete Streets Policy. However, in more urban locations such as Richfield, the Minor arterials often time are also a "local street" that directly serve residences and businesses within the City. These streets are also the only crossing of Principal arterial barriers for pedestrians and bicyclists. We believe the priority should be to add capacity to the metropolitan highway system first and accommodate that regional traffic on our urban Minor arterials second. Asking these local, urban roadways to accommodate an increased volume of traffic, not in a pattern of incident relief but on a daily basis that should instead be on the Principal arterials means that limited right-of-way space is allocated towards additional travel lanes instead of pedestrian and bicycle facilities. This policy of supplementing freeway capacity on urban, fully developed Minor arterials instead of adding the capacity on the Principal systems seems contradictory to many of the TPP goals and certainly hurts the ability of the City to implement Complete Streets principles in constricted areas.	The Council has had a long standing policy that cities and counties should provide an adequate minor arterial system primarily to serve short to medium length trips that are generated by those local residents and businesses that the comment describes. This is not a policy of supplementing freeway capacity on urban, fully developed Minor arterials "instead of" adding capacity to the Principal arterials. If minor arterials are not available, those making localized trips tend to access the freeway system to travel only 2 or 3 exits before exiting to their destination, thus occupying freeway capacity that could and should be used by the longer regional vehicle trips. We appreciate the efforts the city, and other urban cities, are making to implement Complete Streets that serve a variety of users, often via innovative designs and utilizing lower volume collector and local streets rather than minor arterials.	
104	5	Roads	Goal C10 - The focus of this goal seems to be on ex-urban and rural locations where stricter access control on Minor arterials can be incorporated into development and future land use plans. In denser, fully built out locations such as Richfield, the number of access points per mile along a Minor arterial can exceed 100 with little to no opportunity to reduce those locations. In these cases the actual role of the street and it's designation as a Minor arterial, as defined in this section of the TPP, can blur and conflict with one another. This results in opposing goals and visions for the street on a City, County and Regional level.	The Council agrees that retro-fitting existing development is unrealistic, particularly if it would require reconfiguring lots. Access, once granted, is typically also difficult to change in areas of existing development, but when land is redeveloped there may also opportunities to reduce the number of driveways. Appendix D is more detailed than strategy C10 and provides a range of spacing guidelines designed to respond to local development patterns and morphology.	
104	5	Roads	Part E - Highway Investment Prioritization -- Priority should be given to highway capacity projects that directly support previous investments, such as additional capacity on Crosstown Highway 62 on either end of the recently completed I- 35W/Crosstown project.	Comment noted, Table E-2 of the TPP summarizes the highway system investment prioritization factors ranked highest by numerous policymakers, transportation professionals, and the general public during the extensive 2040 TPP public engagement process	
104	5	Roads	Part E - Highway Investment Prioritization -- Focus should be directed at improvements that can be made with the existing right-of-way system. This will contribute to lower-cost, higher benefit solutions that minimize impact to surrounding communities.	This focus is consistent with TPP language, which emphasizes the need for lower-cost, higher benefit solutions, both for spot mobility and larger strategic capacity investments	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
104	5	Roads	Part E - Highway Investment Prioritization - Spot improvements for congestion mitigation are a great cost-effective tool but the need and importance of larger scale, long-term congestion mitigation projects should not be minimized.	The plan includes both of these categories in the ten highway investment categories listed in Part E. However, highway funding is limited and the resources expect to be available in the next 20 years will primarily be needed for operating, maintaining and rebuilding the existing highways. Since federal law requires that planned expenditures in this TPP be constrained by available resources, very few large scale highway capacity projects can be included in the plan until new revenues are identified.	
109	5	Roads	Supports the statement that "freeway building growth patterns are unsustainable," and its focus on maintaining existing infrastructure and making focused and deliberate choices regarding additional investments. In an era of limited resources, this is a prudent and sustainable course.	Support acknowledged.	
109	5	Roads	The City supports the Metropolitan Council's concept for Complete Streets. We agree that this "does not mean 'all modes on all roads' . . ." We realize that implementation of this concept will vary based on existing conditions and local modal priorities, and it is important to consider it within the context of the entire network. We think further clarification of what is meant by local communities approving "complete streets policies" and the relationship of those policies to MnDOT's Complete Streets Policy is important.	Strategy C2 on p 99-100 contains an extensive discussion about meeting local travel needs. Adopting a "complete streets policies" is suggested as a supportive action local governments could take to implement this strategy. MnDOT's Complete Streets Policy is a good model for cities to use, but there are others that could be adapted for local use. There is also further discussion of Complete Streets in several other locations in the plan.	
109	5	Roads	In terms of infrastructure, we support a "fix it first" approach; as such, we encourage the prioritization of projects that don't require highway capacity expansions to be completed.	Support acknowledged.	
109	5	Roads	Support reducing the footprint and associated negative impacts of the interstate system where possible. These impacts include, but are not limited to, large-scale physical barriers, loss of the street grid, loss of land for housing and development, noise, pollution, and traffic. The city supports opportunities to mitigate these impacts where feasible.	Comment acknowledged. This statement is consistent with the TPP and Thrive MSP 2040 goals on environmental stewardship and TPP Strategies E1 through E7.	
111	5	Roads	The TPP should include a discussion of network analysis to support prioritized and strategic investment in key current and future congested areas that impact (or will impact) regional mobility, including shifts to a local network. A critical message of this chapter should note that we need additional revenue to support highways, from both the federal and state level. To successfully advance our region, the Met Council and regional partners must work together to support the need for additional transportation funding for all modes of transportation.	The highway increased revenue scenario is meant to provide a vision for the level of spending and categories of investment that are required to bring the region closer to the outcomes envisioned in Thrive MSP 2040. The Council agrees it and its regional partners must work together to support and advocate for additional transportation funding. Additional text will be added to Chapter 1 and the Transportation Finance chapter to more strongly emphasize that the Council will actively advocate for increased transportation funding.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
111	5	Roads	<p>On- road bicycle facilities are appropriate along minor arterials where there are no effective parallel routes and the bicycle or pedestrian facility can be designed to support safe travel for all users." This conflicts with current practices and past federal funding solicitations. Integration into the minor arterials is considered first, then the local street system if options are not available on the minor arterial. More points have been awarded if either on or off-road bike accommodations are included in the minor arterial design.</p> <p>Clarify "on road" facilities. Buffered bike lanes operate well on urban arterials; in rural areas, an 8-foot shoulder seems sufficient. Note in document that some protected bikeway designs such as Cycle tracks can be designed as either on or off-road facilities.</p> <p>Identify what is a feasible distance for a parallel route for bicycling and/or walking.</p>	<p>The referenced strategy (C2) has been amended to provide further clarity to this existing regional policy as established in past policy plans. Text in the plan will be changed to provide more clarity to the discussion of where to locate bicycle facilities with respect to roadways. The intent of this strategy (and the clarifying text to be added in the bike/ped section) is to emphasize the importance of bicycle safety, comfort, and convenience over a range of experience levels and abilities; to point out the need to consider alternatives to on-road facilities in constrained corridors; and to note the importance of planning for a corridor's "unique issues and needs from both a local and regional perspective."</p> <p>Some additional text revisions have been made in the bike/ped investment section.</p> <p>The terms "on-road bicycle facilities" and "off-road bicycle facilities" will be added to the glossary. The note about cycle tracks will be incorporated within the bike/ped investment section.</p> <p>A feasible distance for establishing a parallel route for bicycling or walking will be dependent on the local community and specific corridor context.</p>	<p>Revise para. 3 on p. 100 of the draft plan as follows:</p> <p>On-road bicycle facilities are appropriate along minor arterials where <del>there are no effective parallel routes and the bicycle or pedestrian</del> facility can be designed to support safe travel for all users <u>and the addition of the bicycle or pedestrian facility can maintain</u> the road's <u>overall</u> function and capacity for other modes.</p> <p>At end of said paragraph, add link to "Placement of Regional Bicycle Network Alignments on Roadways" on page 268 of bike/ped investment direction section in draft TPP.</p> <p>Add "On-road bicycle facilities" to the TPP glossary as follows: <u>Facilities or improvements that are built on the roadway pavement at the same elevation as moving traffic. (Within urban areas this would be the surface from curb to curb.) Such facilities might include striped bike lanes or wide shoulders, but not a side path or cycle track that is elevated by a curb or separated with a strip of grass or other non-road related treatment.</u></p> <p>Add "Off-road bicycle facilities" to the TPP glossary as follows: <u>Multi-use trail that can accommodate bicycle traffic in addition to pedestrians and other non-motorized vehicles (i.e., wheelchairs, in-line skates, skateboards, etc.) that is more than a standard sidewalk. These facilities can be located parallel and adjacent to the roadway (within the roadway right-of-way) or as an independent trail outside of roadway right-of-way (e.g., along an abandoned rail corridor).</u></p> <p>Revise 3rd bullet on p. 270 of draft plan as follows: <b><u>Protected bikeways or Cycle-cycle Tracks-tracks:</u></b></p>



Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
					<u>Protected bikeways or cycle tracks are on-road or off-road facilities that are physically separated from lanes of moving traffic.</u> Cycle tracks can be designed as on- or off-road facilities and are <del>bicycle facilities</del> often times separated that <del>provide an exclusive travel lane and are physically separated and protected from general</del> <u>traffic lanes with a vertical element such as a bollard or an elevated curb.</u> There are one-way and two-way cycle track designs and in areas where on-street parking is allowed, they <del>are most typically can be</del> placed between the parking lane and the sidewalk. Cycle tracks <del>are usually have been developed mostly in very urban and densely</del> <u>developed urban</u> locations like commercial downtown districts in large cities.
112	5	Roads	The highway and transit projects listed in Appendix C contain few highway projects that provide any increase in capacity despite the acknowledgement that the population of the region will grow significantly, freight traffic will increase substantially and more of the increased population will locate outside of the urban center.	Highway funding is limited and the resources expected to be available in the next 20 years will primarily be needed for operating, maintaining and rebuilding the existing highways. Since federal law requires that planned expenditures be constrained by available resources, no additional highway capacity projects can be added to the plan until new revenues are identified.	
111	5	Roads	Note that the following minor arterial roadways are envisioned by Hennepin County:  <ul style="list-style-type: none"> <li>- Brockton and Interstate 94 interchange</li> <li>- Fletcher Bypass (CR116) - extension to CSAH 81</li> <li>- CSAH 30 - new Crow River Bridge to Wright County CR 144</li> <li>- Zachary Lane connection to TH 610 with interchange</li> <li>- CSAH 30 realignment to I-94/TH610</li> </ul> <p>In addition, the 2030 HC-TSP identifies likely future travel corridors, many of which may become principal arterials.</p>	Comment acknowledged. The plan does not specify specific A minor arterial improvements; these are normally included in the comprehensive plans prepared by local governments (county and city).	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
112	5	Roads	Although the Draft 2040 TPP devotes a chapter to freight investments, the recommendations do not address specific freight needs but rather assume that investments in MnPASS lanes will provide some benefit to freight movement. The legislature has clearly shown its intent that the state focus more on improving freight movement as well as completing key corridors that switch from 2 lanes to 4 lanes and back again through the creation of the Corridors of Commerce program. This Draft TPP does not mention the Corridors of Commerce program despite the recent amendments to the TIP and the previous policy plan to accommodate projects selected for funding through the Corridors of Commerce program.	Highway Investment plan does mention Corridors of Commerce on p 187 and 201, and includes all of the projects funded through the Corridors of Commerce program in Table E-4 on p 187-188 and on the map labeled Figure E-6, as well as in Appendix C. In addition, language will be added to both the highway and freight investment chapters to note that in many rural parts of the metro region, and in the extended urban area in Wright and Sherburne counties, improvements to highways that would primarily benefit freight and residents of Greater MN should be considered for funding from sources, such as the Greater MN portion of the Corridors of Commerce program funded by the legislature in recent years, that would otherwise be designated for use outside the Twin Cities metro area..	Text to be add to highway chapter under increased revenue scenario, strategic capacity enhancements section <u>In many rural parts of the metro region, trucks are a significant percentage of total traffic flow, carrying agricultural products and natural resources from Greater Minnesota into the metropolitan area on roads where the number of automobiles does not justify MnPASS improvements. Improvements to highways that would primarily benefit freight and residents of Greater MN should be considered for funding from sources, such as the Greater MN portion of the Corridors of Commerce program funded by the legislature in recent years, that would otherwise be designated for use outside the Twin Cities metro area. This plan does not currently include those funds in the “anticipated revenue” for the metro region so if MnDOT determines these funds should be spent on a project located within the metro region to benefit Greater Minnesota, both the project and this additional funding would need to be amended into this TPP in order to maintain the plan's fiscal balance between expenditures and revenues.</u>
119	5	Roads	Disagree with the capacity enhancement designation for TH52 at CSAH86. This is predominantly a safety improvement and we recommend that it be categorized in that fashion.	This will be removed from the list of strategic capacity enhancements on p. 197.	This will be removed from the list of strategic capacity enhancements on p. 197.

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
119	5	Roads	The term "strategic highway capacity enhancement/improvement" is used throughout the plan, but does not have a clear definition. MnPASS and other improvements make sense on many parts of the regional highway system, but there are still situations where addition of general purpose lanes make sense as the appropriate solution.	The TPP recognizes that under both the current revenue and increased revenue scenarios funding available for mobility/expansion purposes will be limited. The highway investment chapter provides an investment philosophy whereby solutions to highway mobility needs are identified and approached in a cost effective manner by evaluating a potential continuum of investments as follows: 1. low cost traffic management technology investments, 2. lower cost spot mobility improvements, 3. MnPASS investments that maintain a congestion free option into the future, 4. Strategic highway capacity enhancements. As noted on page 185 of the draft plan, strategic capacity enhancements could include general purpose lane capacity but this should only be considered if the project: is affordable, has been designed using a lower cost high return on investment approach, maximizes the use of existing pavement and right-of-way, and MnPASS as an option has been evaluated and found not to be feasible.	
119	5	Roads	Challenge and Opportunity 2: While this may be the case, our constituents also advocate for reduced congestion on the region's highway system. We request that the need for reduced congestion be added to this statement.	Several items in the Challenges and Opportunities section address congestion on the region's highway system and the real impact that it has on our region's mobility for both personal travel and freight. While in concept, the Council agrees that reduced congestion is an ideal condition, it is not a practical expectation, given the resources available over the next 26 years. The policy in this plan supports managing and easing congestion to mitigate the impacts. And this policy is a continuation of the policy established in the 2030 Transportation Policy Plan.	
121	5	Roads	The segment of the crosstown Hwy 62 from 35w east to its intersection and junction with HWY 77 Cedar Avenue South and from the Crosstown Hwy 62 on Hwy 77 (Cedar Avenue) south to the I494 junction is underdesigned for its existing volume of vehicles. I would strongly recommend adding a third east bound lane on the Crosstown Hwy 62 from the intersection of 35W and the Crosstown Hwy 62 near Portland Avenue South to Hwy 77 south to reduce the backup on 35W to crosstown Hwy 62 east.	Highway funding is limited and the resources expect to be available in the next 20 years will primarily be needed for operating, maintaining and rebuilding the existing highways. Since federal law requires that planned expenditures be constrained by available resources, no additional highway capacity projects can be added to the plan until new revenues are identified.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
119	5	Roads	Regarding Strategy C8: While direction provided by Thrive MSP 2040 and the TPP will be a consideration in our process to prioritize transportation investments, we fully intend to consider many other factors.	Comment acknowledged. While state law requires city and county plans to conform with plans for the metropolitan systems, those entities frequently take many other factors into account when preparing plans and CIPs for maintaining and improving their own facilities that are not part of the metropolitan highway system, such as county roads and city streets.	
119	5	Roads	The Non-Freeway Conversion Status Update section on page 186 should include Trunk Highway 52 in Dakota County.		
119	5	Roads	Does not support the Principal Arterial Intersection Conversion Study. Factors that make an interchange a priority in one part of the region may be much different than another.	Comment acknowledged. This study is listed in TPP Work Program and county's input will be considered as study is conducted.	
119	5	Roads	p 69 Figure A-1 should include planned principal arterials in Anoka, Scott, and Washington Counties as noted on page 202.	Figure A-1 is part of the existing system section of the plan and therefore should not show any planned highways; map legend will be modified to clarify that the principal arterials shown are either existing or currently under construction. However, these potential future arterials are acknowledged in the highway investment plan chapter.	
122	5	Roads	Page 4: Note MnDOT's Enhancing Financial Effectiveness (EFE) efforts in the following paragraph: For state highways, a majority of funding would be dedicated to maintenance, management, and repair of the existing metropolitan highway system. Next, priority will be given to investments that improve mobility on the existing highway system. These would include use of technology, new or extended MnPASS (high-occupancy toll) lanes, and specific enhancements to capacity. Also included would be lower-cost/high-return investments that increase access to areas of significant employment, commerce, and education and cultural activity. This investment approach advances MnDOT's Enhancing Financial Effectiveness (EFE) efforts ( <a href="http://ihub.dot.state.mn.us/efe/">http://ihub.dot.state.mn.us/efe/</a> ). EFE is a strategic priority to earn or reinforce stakeholder trust and confidence in MnDOT by demonstrating effective and efficient stewardship of public resources.	The final draft will include the requested text on the work of MnDOT on the EFE program.	Changes made where appropriate.

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
122	5	Roads	Page 9-10: Number inconsistency between text and display: Surprisingly, a large number of trips taken in the region, 40%, are not for work commutes but for social and recreational purposes. In fact, work commuting comes in last, accounting for only 17% of trips taken. School trips and trips to and from the work place make up 22% of driving. Shopping trips and errands constitute 21% of driving. Either the numbers in the highlighted text or those in the corresponding graph (i.e., 18% and 20%) should be changed to match.	Comment acknowledged. Plan will be revised to address inconsistencies.	New text for page 9: Surprisingly, 40% of the trips taken in the region are for social and recreational purposes, rather than work commutes. In fact, work commuting comes in last, accounting for only 17% 18% of trips taken. School trips and trips to and from the workplace make up 22% of driving. Shopping trips and errands constitute 20% of driving.
119	5	Roads	p 96 Strategy B3 -- Include "county transportation plans" and not just "county highway safety plans" as county transportation plans also have elements that are relevant to safety and security.	Text will be amended as suggested.	Insert on page 96, first paragraph: The Council will continue to support these traffic and transit safety efforts, including direction provided in the Minnesota Strategic Highway Safety Plan, county highway safety plans, <u>county transportation plans</u> , local comprehensive plans, and regional transit provider operations.
122	5	Roads	Various text edits requested to incorporate MnDOT's Enhancing Financial Effectiveness (EFE) efforts.	Comment acknowledged. Updated draft will include detail on the EFE efforts.	Various insertions where appropriate.
122	5	Roads	Page 180 (Part 2E): 1st paragraph under "Regional Mobility Improvement: MnPASS System" 1st sentence -Any vehicle can use a MnPASS lane during non-rush hour times. 2nd paragraph, 1st sentence -A system of MnPASS . . . during rush hours periods. 2nd paragraph, 2nd sentence -small trucks a choice for improved travel time.	Comment acknowledged. Suggested edits will be incorporated.	Suggested edits incorporated.
122	5	Roads	Page 182: Figure E-5 - Change "Direct Connection" circle at 1-94 and 1-494 to a "Through Movement" symbol (square symbol).	Change will be made to Fig E-5.	Change will be made to Fig E-5.
122	5	Roads	Edit proposed to Page 183 (Part 2E): #4 "I-35E north of St. Paul: MnDOT is currently in the environmental/pre design process for extending MnPASS lanes on I-35E north of Little Canada Rd.	Comment acknowledged.	Edit will be made.
122	5	Roads	Page 186: The TH 36 interchange study is now complete so sentence near bottom of page should be updated to read: "Three expressway corridors are under active study or recently completed to improve capacity as well as access."	Comment acknowledged.	Edit will be made.
122	5	Roads	Page 189: change one word in last sentence in first paragraph The study or analysis will not look at "all" intersections but rather "key" intersections	Comment acknowledged.	Edit will be made.

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
122	5	Roads	P. 189-91 Section on Regional Highway Access investments: Reword for clarity, eliminate duplicate paragraph on p. 191 (same as p.189) and better explain Figure E-7 on page 191	Comment acknowledged.	The section will be reworded as appropriate.
122	5	Roads	Page 199: Modify the following paragraph by adding two new sentences: MnDOT will continue to improve and expand.....It should be noted that these special funding programs should not be seen as dedicated funding sources. Therefore, there should be no assumption that these special funding programs will be perpetuated in the future.	Comment acknowledged.	Add text to Highway Investment Summary 4th paragraph page 199 of the draft plan: <u>However, it should be noted that these special funding programs should not be seen as dedicated funding sources that will be perpetuated in the future, so no funding amounts beyond those already awarded or appropriated are included in the revenue assumptions for the Current Revenue scenario.</u>
122	5	Roads	Page 201-203: Consider expanding the "Additional Highway Needs beyond increased Revenue Scenario" to include language that suggests that there are some projects in the rural and/or developing parts of the Metro area that are actually of greater importance to Greater Minnesota stakeholders and that those projects might compete in the funding generally perceived as Greater Minnesota funds.	Comment acknowledged.	"In many rural and developing parts of the metro region, improvements to highways that would primarily benefit freight and residents of Greater MN should be considered for funding from sources that would otherwise be designated for use outside the Twin Cities metro area, such as the Greater MN portion of the Corridors of Commerce program funded by the legislature in 2013 and 2014."
122	5	Roads	Page 367 (Part 3): Last paragraph, 2nd sentence - modify to read: The priced managed lanes on the MnPASS system . . .	Comment noted and text change recommended.	Change beginning of second sentence of last paragraph on page 367 as follows: The <del>high-occupancy toll</del> priced managed lanes on the MnPASS system give all users, including low-income users, a potential option to avoid severe congestion.
122	5	Roads	Appendix E - Page 190: The draft TPP missed the TH 5 Waconia project which is a locally funded, potentially regionally significant project, that MnDOT is funding through the Transportation Economic Development (TED) program. Suggest inclusion of this project into Appendix E.	The project will be added into the project list in Appendix E.	Add project to Appendix E
124	5	Roads	Requests the Highway Investment Direction and Plan be revised to include a more specific acknowledgement of the I-35W Lake Street Transit Station/Access Project.	Table E-3 (page 184) lists the completion of the southbound MnPASS lane with pavement reconstruction and the I-35W/Lake Street transit station project as a tier 1 MnPASS project in the Current Revenue Scenario for the 2015-2018 timeframe. It is again listed in Table E-6 (page 194) as being an element o the Current Revenue Scenario. The project is also listed in Appendix E: Additional Air Quality Information on page 66 with construction beginning pre-2020.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
109	5	Roads	p. 202, Paragraph 1 – Forecasts are mentioned just in passing, but they are very important. They drive the forecasted traffic along area routes. This plan doesn't focus on this analysis, but it underlies the assumptions behind the projects. Additionally, there is a need to have more than one set of forecasts and traffic modeling scenarios – based on alternative policy directions.	p 202 is part of the section discussing additional highway needs beyond the increased revenue scenario. This paragraph gives guidance to those local units of government that choose to prepare studies for potential long term projects which are not identified this plan. While study sponsors are free to examine alternative scenarios, eventual prioritization of project funding will be based on needs determined using regionally approved socio-economic forecasts.	Replace pp at top of p 202 with "When conducting studies of these potential improvements, regional transportation partners must use the population, household, and employment forecasts and corresponding urban and rural land use plans adopted by the Metropolitan Council and local communities so all potential projects can be comparably prioritized for investment. To increase the likelihood of being able to fund these projects, studies should work to develop innovative and affordable projects that address reasonably anticipated needs based on these forecasts and plans."
109	5	Roads	p. 67, Paragraph 6 – The first paragraph of The Highway System section describes the region's highway system as the network of principal arterials and A-Minor arterials then calls out MnDOT, the counties and the city of St. Paul as owners and operators. This is confusing, there are many other cities that own and operate A-Minor arterials, was this statement intended to speak only to principal arterials?	This statement was intended to speak only to principal arterials, and will be rewritten for clarity in the final plan.	Revised as needed.
109	5	Roads	p. 67, Paragraph 6 – We have a number of arterials which serve multiple needs, including both moving regional traffic and accommodating neighborhood activity. How are these being balanced and accommodated? How can this document (for instance, through an equity lens) support the needs of local road uses as well as commuters?	p 67 is the description of the existing highway system. The highway plan chapter contains a more detailed discussion of minor arterials; see Appendix D as well for characteristics of various roads. In addition, p. 131 details how cities are expected to discuss this balancing of needs in planning for an interconnected system of streets in their local comprehensive plans.	
109	5	Roads	p. 71, Paragraph 2 – Has the recent recession been formally named "The Great Recession"? If not, then this should be revised.	The term is in common use.	
109	5	Roads	p. 72, Paragraph 3 – The I-35W/4th Street northbound access ramp and the I-94W/7th Street ramp reconfiguration should be added to the list of "Interchanges opened or advancing since 2010"	As indicated on page 71, this list includes projects actually under construction, as well as those completed since 2010. I-35W/4th street can be added since construction began this summer; the -94W/7th Street ramp reconfiguration has not yet started construction, but is listed on p 190-91 to be constructed between 2015-18.	Added I-35W/4th Street northbound access ramp to the list of interchanges on p.72

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
109	5	Roads	p. 82, Paragraph 4 – Is there a need for dedicated freight lanes on the horizon? I-94 is identified as the main freight thoroughfare for trucks, should we be considering managed lanes for these movements?	p 82 is the description of the existing freight system. See page 275-86 of the plan for more detailed discussion of freight issues and future plans. However, there is no indication that truck traffic will require dedicated lanes in the seven county area; trucks generally comprise about 10% of daily traffic on the major highways, although in rural areas it may be a much higher percentage, even if it is a lower absolute number, due to the lower number of autos. In addition, much truck travel occurs in off peak hours.	
109	5	Roads	p. 99, Paragraph 6 – Complete streets policy implementation is very incomplete statewide. As a state agency, will the Metropolitan Council hold its funded projects to the MnDOT complete street policy standards?	Minnesota Statute 174.75, Subd.4 states that local road authorities are encouraged, but not required, to create and adopt complete streets policies for their roads that reflect local context and goals. Given this wording in the state statute, requiring projects funded through the TAB/Metropolitan Council process to follow the MnDOT complete street policy standards was deemed infeasible.	
109	5	Roads	p. 102, Paragraph 7 – Has there been any analysis of the need for a feasibility study of dedicated freight lanes, in addition to the option to buy in to MnPASS?	The MnPASS study did discuss Freight under section Technical and Implementation Issues. The conclusion was that the MnPASS policy, which is the same as a number of priced express lanes around the country, was a reasonable approach based on safety and whether large commercial vehicles can operate safely in special purpose lanes. The later is especially important given MnPASS 2 assumptions of narrow lanes in the future. However, the concept of dedicated trunk lanes as a separate system was not considered.	
109	5	Roads	p. 103, Paragraph 4 – Under C6, it states that the Council’s RALF fund “will be used to preserve right-of-way for state highway projects”. This fund should also be available for acquisition of land for rail projects.	State law (MN Stat 473.167) does not allow use of RALF funds on rail projects, only principal arterials and trunk highways.	
20	5	Roads	Identify I-94 through Wright County within the extended area as a "Strategic Capacity" improvement.	The increased revenue scenario provides context for the level of funding need in a number of highway investment categories including mobility projects, but does not name specific projects. This will need to be determined when new revenue is received and the level of funding in each category will be dependent on the total new revenue received.	



Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
20	5	Roads	Acknowledge the transportation needs on I-94 and US10 and US169 that are not presently identified in either of the Plan's Current Revenue or Increased Revenue Scenarios or MnSHIP, and grant consideration of advancing these needs through the Plan's investment framework should additional funding become available.	Language will be added to both the highway and freight investment chapters to note that in many rural parts of the metro region, and in the extended urban area in Wright and Sherburne counties, improvements to highways that would primarily benefit freight and residents of Greater MN should be considered for funding from sources, such as the Greater MN portion of the Corridors of Commerce program funded by the legislature in recent years, that would otherwise be designated for use outside the Twin Cities metro area.	
111	5	Roads	A more effective role for Met Council (than just administering RALF) would be active support for enhancing the minor arterial system. Right-of-way and easement dedication for corridors could be much more strongly supported through the comprehensive planning process.	The Council supports encourages cities and counties to preserve right of way in multiple ways. RALF was specifically designed to work in conjunction with a planning technique known as adoption of an official map. This technique allows cities to deny building permits in an area so mapped but the property owner may then request that the city buy the property. RALF loans are made to cities in that situation, to provide funds to purchase the property.	
25	5	Roads	The Met Council should work with the Cities, Counties and MnDOT, to allow lower speed limits on local streets without authorization from the commissioner of transportation.	Under state law the MnDOT commissioner has sole authority for establishment of regulatory limits and is not authorized to delegate it to a local unit. Statutory revision is required.	
122	5	Roads	Page 71: Note I-35E MnPASS under construction: The RTMC also manages the operation of the MnPASS system of priced managed lanes. The MnPASS system first opened in May 2005 on Interstate 394, where it replaced high-occupancy vehicle-only (HOV) lanes. The MnPASS system expanded to the I-35W corridor south of downtown Minneapolis in September 2009, replacing the region's remaining HOV lanes. Currently, MnPASS is under construction on I-35E north of downtown St. Paul.	Comment acknowledged. New language inserted.	Add the following sentences to the first paragraph on page 71: <u>Another MnPASS lane is under construction on Interstate 35E north of downtown St. Paul. That project is scheduled for completion in 2015.</u>
109	5	Roads	p. 182, Figure E-5 – It's unclear why each item was described as tier 1, 2, etc. Is congestion more of an immediate issue in these locations? How is this paired with transit investment? Where is our job and population growth projected to occur?	Agree with comment that source of maps and text in this section is unclear. It fails to acknowledge the MnPASS 2 study, completed in 2010 by the Council and MnDOT, and first added to the TPP in 2010, as the source of the information. Text will be corrected and readers directed to study for additional information	The MnPASS Vision recorded on Figure E-5 and Table E-3 is based on the 2010 MnPASS 2 Study. The tiers have been adjusted to reflect present status of MnPASS projects and the funds available in the "Current Revenue" Scenario. When the MnPASS System Study is updated and accepted by MnDOT and the Council, the TPP will be amended to reflect the conclusions and recommendations.

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
15	5	Roads	<p>Re: Work Program and Arterial Traffic Management Center:</p> <p>- Regional or sub-regional arterial traffic management centers to oversee and coordinate operation of minor arterials throughout the metro regional system are important to the operational enhancement of the transportation system and provide a good return on investment.</p>	Comment supports TPP text.	
15	5	Roads	The use of the Thrive MSP 2040 objectives as requirements in the Principal Arterial Intersection Conversion Study is inappropriate.	Many of the Thrive MSP 2040 objectives are not new, but carried over from previous Council plans (such as the distinction made between services appropriate to urban and rural parts of the region since the original 1976 Development Framework ). These are not only appropriate, but have been used by the Council and MnDOT as criteria in deciding where to place interchanges for over 30 years (see Appendix F)	
92, 125	5	Roads	We request that a Principal Arterial study be added to the list of work plan items in the TPP. Before the next TPP update, future principal arterial corridors should be identified outside of the beltway and included in the regional system map.	This content already exists on the last page of the Highways chapter.	
92, 125	5	Roads	We also request that the TPP should mandate that all of the principal arterial freeway system be brought up to the same level of Freeway System Management within the next 10 years and that as new segments become converted to freeway that instrumentation and cameras be included in the scope of those projects.	The plan strongly supports the use of traffic management technologies. Rather than expanding the system within a specific timeframe, freeway management should be added as congestion builds within developing or rural areas.	
92, 125	5	Roads	The current TPP should also be changed to identify County State Aid 17 and County State Aid 42 in Scott County as future principal arterial corridors on Figure E-1 and any other figures or maps including reference to planned principal arterials.	County State Aid 17 is identified on page 202 as a "potential" future principal arterial, along with other routes in Scott, Dakota, and Anoka Counties. None of the future principal arterials are reflected on the plan map.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
119	5	Roads	Page 100, Strategy C3. The text identifies that the congestion management process for the region's principal arterials will be used working with MnDOT. Please recognize that several principal arterials are under the jurisdiction of the counties as well.	Comment noted and text change recommended	<p>Change text for strategy C3 as follows on page 100:</p> <p><b>The Council, working with MnDOT and other relevant jurisdictions, will continue to maintain a Congestion Management Process for the region's principal arterials to meet federal requirements.</b></p> <p>Change text in second paragraph on page 101, last sentence to read as follows:</p> <p>Through the Congestion Management Process, <del>MnDOT will work with the Council and other partners</del> <u>the Council, MnDOT and other relevant jurisdictions will work</u> to monitor and evaluate congestion mitigation strategies and projects being implemented and modify the approach in the future as needed.</p>
109	5	Roads	p. 310, Paragraph 3 – Just for clarity, is principal arterials and expressways covered under the Regional Traffic Management Center or the proposed Arterial Traffic Management Center? It is unclear from the text.	This will be clarified by changing the study description from "minor arterials" to "non freeway" arterials to cover any arterials which have traffic signals	p. 310, change the Arterial Traffic Management Center study description phrasing from "minor arterials" to "non freeway arterials" to cover any arterials which have traffic signals.
118	5	MnPASS	While the plan's goal is to maximize returns on transportation investments, failing to address mobility and congestion across the region will result in lost opportunities for many communities and the region as a whole.	With limited resources the region must set priorities when determining its transportation investments. Pages 168 and 169 of the draft plan identify important Highway System Investment Prioritization Factors that should be considered when selecting highway system investments. This list includes both Improves Economic Vitality and a Regional Balance of Investments among other important factors.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
117	5	MnPASS	Growth in congestion will continue to drive up costs on local systems if congestion needs are simply managed, rather than actually eased.	Past studies have shown that over \$40 B in capacity investment would be needed to achieve a principal arterial system where less than 10% of the roads are experiencing congestion during the peak periods. This level of new funding for expansion purposes is simply unrealistic and unattainable. Travel modeling also indicates that when expansion investments are made additional travel is induced and directed to the new capacity and it is soon again congested. Given the limited level of expansion funding that is available the TPP calls for affordable, cost effective investments in easing and managing congestion and also in MnPASS lane expansion to provide a congestion-free travel option into the future for transit, carpools and those willing to pay. Investments on the principal arterial system that ease and manage congestion will have a positive impact on nearby local roads by reducing traffic that diverts to less congested routes.	
125	5	MnPASS	It appears that the only strategy that the region will employ to address this need (congestion) in to further develop the MnPASS system. We are concerned that because we today don't have a review source to fund needs the plan has not studied and identified the areas of greatest need for the future.	<p>Comment acknowledged. Given the fiscal constraint the region faces along with the Thrive 2040 outcome of sustainability, the Transportation Policy Plan has continued to follow the philosophy of managing congestion and improving travel time reliability through increasing the people moving capacity of the multi-modal transportation system. Congestion impact mitigation will be undertaken through a mixture of supportive land use policies; improved traffic management and more efficient use of existing highway system capacity, pavement, and right-of-way; implementing a MnPASS system; limited strategic highway capacity enhancements; and implementing alternatives to driving alone. In the event that significant additional funds are dedicated to improving the state and the region's transportation system, the needs analysis would have to be reviewed in light of revised funding levels and the plan amended to include new projects, if needed.</p> <p>Also the effectiveness of the strategies in the Transportation Policy Plan will continue to be monitored through the Congestion Management Process (CMP). Corridors in the region will also be reassessed using the performance measures selected for use in the TPP and the through the Work Plan tasks dealing with refining performance measures and developing a data collection process.</p>	

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16	5	MnPASS	If MnPASS is to be expanded, review pricing strategy in regard to monthly fee. The monthly fee is a deterrent to occasional users who might prefer to have the option when needed. If necessary, an initial fee is more friendly than a monthly fee that is added to per-use fees.	Comment acknowledged. This is an operational comment and will be sent to MnDOT.	
21	5	MnPASS	The draft 2040 TPP should only reflect the managed lane vision identified through the Phase 2 MnPASS study (2010) and be amended to include future managed lanes chosen through the Congestion Management Process and/or a Phase 3 MnPASS study conducted by MnDOT.	The MnPASS Vision recorded on Figure E-5 and Table E-3 is consistent with the 2010 TPP which was based on the MnPASS 2 Study completed in 2010. The tiers have been adjusted to reflect present status of MnPASS projects and the funds available in the "Current Revenue" Scenario. When the MnPASS System Study is updated and accepted by MnDOT and the Council, the TPP will be amended to reflect the conclusions and recommendations.	
122	5	MnPASS	Appendix C p. 44: Delete the following text: #8 MnPASS 135E - Construct MnPASS lanes in both directions between ...	Comment acknowledged.	Change has been made.
122	5	MnPASS	Appendix C p. 65: Under "Strategic Capacity Enhancements", add the following bullet: I-35E MnPASS Extension from Little Canada Rd. to County Road J	Comment acknowledged.	Change has been made.
109	5	MnPASS	p. 194, Table E-6 – The City of Minneapolis supports MnPASS funding for the entire 35W corridor as a congestion management strategy for commuting into the City.	Comment acknowledged,	Change has been made.
87	6	Transit	Request insertion of language that allows the Metropolitan Council to prioritize lines with the greatest potential to facilitate growth and development, as opposed to merely prioritizing investments in areas based on higher population densities.	On pages 244-247 is a section on Setting Regional Transitway Priorities. Included as technical factors are "Existing Land Use" and "Future Land Use and Development." The technical factors will provide information to policymakers on the potential benefits of investments in both today's terms and in future terms. It is important to consider how investments meet the many underserved needs in the region today while still planning for and shaping the future. The highest priority investments will accomplish both.	
89	6	Transit	All projects in the TPP in the current revenue scenario should be compared according to the Technical Investment Factors for Setting Regional Transitway Priorities.	The TPP includes a work plan item to establish more specific parameters for Setting Regional Transitway Priorities. This is an important step in building consensus on the specific measures that will be used to inform policymakers and public on the benefits of projects. Specific project information will follow the completion of that process.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
92, 125	6	Transit	We request that stronger support and funding for building the gaps in the transit advantage infrastructure especially the bus shoulder along the TH169 corridor be added to the document. Map F-4 shows a number of gaps that need to be addressed, in particular the Bloomington Ferry Bridge, in order to improve transit advantage for the TH169 express service.	Comment acknowledged. The need for transit advantages will be addressed in collaboration with transit providers and MnDOT or other agencies with jurisdiction over a roadway. Highway 169 will be studied through a joint effort with MnDOT, Scott County, and the Metropolitan Council and the results of that analysis will be considered through a future amendment to the TPP.	
91	6	Transit	The final plan reflect the addition of TH 55 as a potential highway transitway corridor.	The Highway 55 transitway will need to be vetted locally before being added to the plan. The corridor is under consideration through a feasibility study but that study will not be complete in time to consider full local support for inclusion in the plan. The corridor can be added through a future amendment once the feasibility analysis has been completed and vetted with local partners.	
99	6	Transit	On page 245 there is a statement that part of the analysis a local jurisdiction should provide (in the determination of the "appropriate mode and alignment for a transitway") is to "provide a common understanding for determining how a project advances the region toward its desired results. How would this be done?"	Text clarified to reflect that project lead agencies will provide this information through the recommendation of a locally preferred alternative.	<b>Part 2: Transit Investment Direction and Plan</b> Page 245: "The information developed during these analyses <u>by lead agencies to recommend a locally preferred alternative for inclusion in the plan</u> should provide a common understanding for determining how a project advances the region toward its desired results."
99	6	Transit	Under Table F-5 possible measures for setting regional transitway priorities includes "intersection density and walkability near stations" as a measure for Existing Land Use. What does "walkability" mean?	The process to provide more detail on how these will be measured is a Work Program item (see page 312). Walkability is a general term for the ability and attractiveness of the pedestrian environment. A general description of the Elements of a Good Pedestrian Experience is provided on pages 147-148.	
99	6	Transit	On page 246 how are "investment levels that promote prosperity at the community's stage and level of development" measured and who makes the determination?	Community designations indicate a community's overall stage of development ( <i>Thrive MSP 2040</i> , p. 92-110). In their comprehensive plan update, each community can tailor descriptions of its current state and plans for promoting prosperity. Levels of Council investment are affected by many factors. Each funding source carries its own externally required measurements, criteria and decision making process. The investment chapters in the TPP outline the Council's approach to determining transportation investment that is within its own scope of authority and available funding. Overarching language guides this approach: "The Council's intent is that no part of the region is consistently favored or consistently ignored..."( <i>Thrive MSP 2040</i> , p.28).	

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99	6	Transit	Burnsville supports development of Phases 1 and 2 of the Orange Line. We support an interim Phase 1 station in the TH 13/Nicollet Avenue area, with future consideration for in-line stations and a station location near Burnsville Center in Phase 2.	Support acknowledged. Comments on the Orange Line implementation will be forwarded to the project office.	
106	6	Transit	Support for the Gateway Corridor. The Gateway BRT project should be identified as the METRO Gold Line in all documentation.	Support acknowledged. At the request of the Commission, the Council will change references in maps and corridor lists to Gold Line, similar to the treatment of METRO Green Line, Blue Line, Orange Line, and Red Line. The Gateway name will still be used in a number of places as a reference.	Change Gateway Corridor to METRO Gold Line in a number of locations throughout the TPP, including figures F-2, F-6, and F-7 and various figures in Part 1 and appendices.
110	6	Transit	The 2030 Park-and-Ride System and Express Bus Corridors map shows that Victoria will be home to a future Park-and-Ride. The City needs more information about its proposed location and scale.	The 2030 Park and Ride plan identifies that a new park-and-ride facility (up to 300 parking spaces) may accompany reintroduction of express bus service in Victoria, along the Highway 5 corridor. A specific location along Highway 5 has not been identified. The demand for a park-and-ride facility in Victoria will be further evaluated because of the effect that Southwest LRT may have on transit users in this area. As demonstrated by the Blue Line (Hiawatha), the introduction of a rail line may draw park-and-ride users from a larger geographic area than express bus service, possibly reducing demand for bus-oriented facilities. In 2015 Metro Transit will update the Park-and-Ride Plan and will evaluate the demand for a Victoria park-and-ride in light of Southwest LRT.	
109	6	Transit	The City supports the development of a feeder bus system that integrates with a new LRT or BRT line. The region should have a policy stating that all LRT and BRT stations should be connected to the larger transit system through a comprehensive bus feeder network.	The opportunities and needs to support transitway investments with feeder bus services are determined on a per-project basis. The Council supports all transit providers' in the development and identification of bus services to support transitway investment. This is supported by language in Strategy C11 and in route descriptions on pages 221-223. The language on page 221 has been edited to reemphasize this point.	
109	6	Transit	The current definition of transitways in the TPP significantly limits the opportunities for the region to expand the rail transit network beyond the Blue and Green LRT lines and Northstar Commuter Rail line. There are no other future LRT corridors identified in the region that have both the physical right-of way for an exclusive runningway and the transit market potential necessary to support an LRT investment.	Comment acknowledged. The Council will consider recommendations for locally preferred alternatives when a mode and alignment has been recommended through a local process and funding opportunities have been identified. If additional transitway modes or definitions of modes need to be incorporated into these definitions, the plan can be amended to reflect those changes. Light rail transit, modern streetcars, and other derivatives are being considered in a number of additional corridors studies in the region today.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
111	6	Transit	Page 52. Everyone is aging and the anticipated people age 65 or older in the coming years is shocking. Is Metro Mobility the answer? Have other ideas been discussed and presented?	Metro Mobility service is required under state and federal law to serve those who are certified to ride. This includes a segment of the population that is age 65 and older only if they are certified as unable to use the public transit system due to a disability. The growth in Metro Mobility is a related but not a direct implication of the aging of the population and is not intended to be the answer to mobility for all persons over the age of 65.	
120	6	Transit	Pg 126, paragraph #2. "Essentially market supply and demand determine development patterns." This is too simplistic. While market conditions play a large role in new development patterns, so does government intervention. On page 141, the TPP notes that "station-area plans and supportive zoning are to be developed and adopted during transitway engineering to guide development around transitway stations in a pattern that is supportive of transit investments." This is called out because, of course, it doesn't always happen. Local zoning often stunts the full development potential of highly transit accessible locations (see the book: Zoned Out: Regulation, Markets and Choices in Transportation and Metropolitan Land Use, Jonathan Levine, 2010.	This language has been edited.	Part 2: Land Use and Local Planning Page 126: " <u>Essentially, demand for particular types of locations drives development patterns</u> <del>market supply and demand determine development patterns.</del> "
120	6	Transit	Pg 134 - Regional job concentrations –MAP needed here. Pg 134 – "development in nodes along transportation corridors." The recommendation should emphasize development in nodes along transit, not transportation corridors. Encouraging development in nodes along transportation corridors essentially means along any road in the region, which doesn't particularly benefit transit as is the intent of this recommendation.	The encouragement of nodes along corridors support but urban and rural objectives for development. Additionally, development in nodes can foster more walking and biking, even if transit is not present. This kind of development plan can also lead to additional investments in transit in areas where they aren't currently planned.	A map will be added to this section as an example from Thrive MSP 2040.
120	6	Transit	pg 142 - Transportation and housing affordability are intimately interwoven. Increased transit options (bus, rail, bicycling) can significantly reduce household expenditures on transportation thereby freeing up income for housing costs. Please make this connection in the text.	Though this language exists in the introductory section of the plan, additional revisions to this and the land use section of the plan will be made to strengthen this point.	Page 20, insert the following language: 5. People and businesses are demanding more and better travel options "In public meetings, workshops, and open houses throughout the region, Twin Cities residents, businesses, and leaders have expressed a desire for more and better choices in housing and transportation -- both of which have tremendous impacts on a person's quality of life. They want more connected communities, with more robust transportation choices, including better connections between modes that allow for safe bicycling and walking to and from destinations.



Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
120	6	Transit	<ul style="list-style-type: none"> <li>Pg 156, third paragraph – Text should read “in 2008 (not 2009), the legislature allowed the metropolitan counties to pass a ¼ cent sales tax for transitway expansion and operating</li> </ul>	Comment acknowledged, change will be made.	Page 156 third paragraph change 2009 to 2008.

Expanded options such as transit, bicycling, or walking can also reduce household transportation costs, thereby freeing up income for housing or other consumer spending. And external studies back them up - more compact and connected regions offer residents greater transportation options, safer and healthier communities, and greater and more equitable access to opportunity."

Page 30, insert the following language:  
"The lack of access to more frequent and convenient transit disproportionately affects historically underrepresented populations such as those with low incomes, persons with disabilities, and communities of color - populations that often can't drive or don't have access to a car. Improving transit options and accessibility for these populations increases opportunities employment, education, and training as well as freeing up income for housing and other consumer spending."

Page 139, insert the following language:  
"Minimum densities and targets for station areas are linked to community designations and their potential relative to existing development patterns. Compact, high-density development supports the region's investment in frequent transit service and a greater variety of routes, resulting in more transportation options, less time on the road, and alleviated traffic congestion. Expanded transportation choices can also reduce the combined cost of housing and transportation, allowing households to spend their income on other consumer needs. At the same time, well-designed compact development contributes to vibrant, economically healthy neighborhoods that offer a variety of goods and services, social gathering places, recreation and entertainment opportunities, and attractive character."

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
			purposes.”		
119	6	Transit	There is no reference to the proposed Zip Rail high speed rail project.	The proposed Zip Rail is acknowledged on p 46 in the section titled "Passenger Travel beyond the Region." This section describes intercity passenger rail and bus, both existing and proposed, over which the region has a minimal planning role because they are either privately owned or being planned by a public entity, such as MnDOT, with a broader geographic responsibility that more closely matches the modal service area.	
119	6	Transit	Transit Planning Basics contains significantly more detail than is required. It should be removed.	The inclusion of Transit Planning Basics was in response to numerous discussions with local governments through the years on how they can plan for a more transit-friendly community. The discussion was thoroughly vetted with the Land Use Advisory Committee, who supported its inclusion, and through the Transportation Policy Plan development. The Council strongly supports including this as helpful guidance for comprehensive planning and implementation.	
119	6	Transit	Disagree with Transit Market Area methodology. Appendix G is more comprehensive. Employment Density and Adjacency and Connectivity should be weighted more heavily.	The Transit Market Area methodology is consistent between the Transit Investment Direction and Plan and Appendix G. The methodology was developed based on best practices by transit providers in the region. It was tested against real world experience with transit service and ridership and the formula developed was shown to be the best predictor of transit ridership in the region.	
119	6	Transit	Figure F-1 illustrates that market areas IV and V need well-planned and funded regional highways in order to serve growth areas.	Comment acknowledged.	
119	6	Transit	The Transitway Project Development Process contains too much detail. Remove.	The Council is providing information in the Transportation Policy Plan that informs the public and stakeholders about regional decision-making. Since transitways are some of the most substantial investments in the plan and often have significant, complicated processes for their development, the section will stay in the plan.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
119	6	Transit	Disagree with the Setting Regional Transitway Priorities section (p 244). Disagree that the second priority for investing in the region's transitway system is the expansion of the system in corridors that provide the strongest contribution to meeting the Thrive MSP 2040 outcomes, goals, and objectives. These priorities need to be defined in a manner that is supported by CTIB.	The Transportation Policy Plan is the guiding document for transportation system planning in the region, as established under state and federal law. Investments made by the Counties Transit Improvement Board need to be consistent with the TPP. The TPP is transitioning to a performance-based plan and an integral part of this is having identified performance metrics for investment decision-making to better inform policymakers and the public about the benefits of the plan. While the Council is committed to working with the Counties Transit Improvement Board to further define Setting Regional Transitway Priorities, the stakeholders for this plan and setting these priorities extend beyond CTIB.	
119	6	Transit	p 222 Figure F-2 Existing and Potential high-frequency bus routes. Describe the category under which the former Red Rock corridor is identified.	The Red Rock transitway has not yet recommended a specific locally preferred alternative for consideration in the plan. The status of the corridor is described on page 243. As the project's implementation plan becomes more defined, it can be considered and amended into the plan through a future action. Currently, it is listed as a corridor under study without a defined investment.	
119	6	Transit	p 233 "Expand and Modernize" call out box -- Revise the text to identify retrofits to all existing stations and not just specifically light rail stations.	This has been edited.	Part 2: Transit Investment Direction and Plan Page 233: "Expansion of transit capital vehicles or facilities to serve new markets or provide an improved experience for existing customers, such as enhancements to customer information signage, retrofits to existing <del>light rail</del> transit stations, and placement of additional passenger waiting shelters and bike amenities"
122	6	Transit	Pages 212 -217: Consider additional emphasis on coordinating transportation issues beyond the 7 county regions - in particular those related to transit.	Added emphasis within Transit Market Areas discussion and Transit System Management.	Part 2: Transit Investment Direction and Plan Page 213: "The Council and regional transit providers will also coordinate their efforts with MnDOT and transit services that connect beyond the seven-county metropolitan region. The Transit Market Areas do not address the feasibility of these kinds of services, which are coordinated on a case-by-case basis." Page 218: "Coordination among Transit Services Coordination among the regional transit providers is essential to ensure that the transit system functions seamlessly and offers user-friendly rider experience. Coordination efforts include identifying opportunities for timed-transfers, providing locations for transfers between dial-a-

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
					ride services and regular routes, and connecting services offered by different providers. The Council will promote coordination of transit services through the regional transit policies and procedures, which outline procedures for fleet management, procurement, and facilities ownership and management. This includes coordination with services that connect to areas outside the seven-county region, when necessary. The Council will also encourage and facilitate communication and coordination among transit providers to ensure well coordinated schedules."
125	6	Transit	Consideration should be given to extending the Bus Rapid Transit line from Lakeville further south.	Comment acknowledged. This comment has been shared with the Orange Line project staff.	
109	6	Transit	<p>p. 161, Paragraph 3 – In the Bus and Support System Spending section, one bullet says no funds are available for expansion, but another one says limited funds are available. This needs to be clarified.</p> <p>p. 162, Paragraph 2 – As mentioned above, should explain why need is increasing so greatly in contrast to resources.</p>	<p>The first bullet on pg 161 states no funding is available under the current revenue scenario for bus operations expansion, while the third bullet refers to competitive funds potentially available for bus capital improvements. This could include competitive funds for improvements to customer facilities, shelters or other amenities, but not service expansion.</p> <p>pg 162 paragraph 2 is referring to increases in local transportation spending which is assumed to increase at the rate of inflation over time.</p>	
109	6	Transit	p. 164, Paragraph 4 – Some projects such as modern streetcar will likely involve some local funding. Identifying and pursuing appropriate local funding sources for this and other priority projects should be identified here as a possibility.	The section on Local Transportation Revenue Needs" has been revised to include additional language on the level of local transportation needs and a reference to potential funding of streetcar projects added.	
109	6	Transit	p. 212, Paragraph 2 – Are the transit facilities and expenditures on bus service in RCAPs proportional to the transit use? How does this investment compare to the addition of park and rides in suburban communities? What are the trade-offs? What are the equity impacts? How do these decisions impact our growth projections?	This comment reflects the idea that there are many competing interests for transit resources. The Council supports a regionally balanced approach to transit investment and implementation. It also supports a number of other outcomes through Thrive MSP 2040, including equity, stewardship, prosperity, livability, and sustainability. The plan has not yet comprehensively examined the different impacts in these areas but may be able to do so through future updates of the plan.	
109	6	Transit	p. 212, Paragraph 2 – Are the transit facilities and expenditures on bus service in RCAPs proportional to the transit use? How does this investment compare to the addition of park and rides in suburban communities? What are the trade-offs? What are the equity impacts? How do these decisions impact our growth projections?	This analysis has not been done. The Council will consider analyzing these questions in the Work Program study item on Equity Analysis for Transportation.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
109	6	Transit	p. 221, Paragraph 3 – You may want to highlight the general trade-off between frequency of stops and speed of service, which underlies much of the difference between the options.	Edited first paragraph on page 221.	Part 2: Transit Investment Direction and Plan Page 221: "The regular-route bus system includes bus service that operates on a fixed route, stopping at designated bus stops and following a consistent schedule. There are a number of different service types within the regular-route bus system designed to serve the different Transit Markets Areas. <u>The different service types reflect the general trade-off between frequency of stops and speed of service, along with matching level of service to anticipated demand. Express service has fewer stops and faster speeds while local service stops more frequently but travels slower.</u> "
109	6	Transit	p. 223, Paragraph 1 – Reverse commute and suburb-to-suburb trips are linked to land use patterns – dispersed job centers means these are increasingly necessary, including from an equity job access perspective. Land use guidance to concentrate development in transit served areas can help increase system efficiencies and decrease costly route variations.	Comment acknowledged.	
109	6	Transit	p. 225, Paragraph 3 – Bus passenger facility design, placement and amenities should be examined from an equity perspective to ensure that high volume stops in all areas of the transit network are well served and equipped. Additionally, transit station investments should be commensurate with both the existing boarding numbers and the boarding numbers desired by facility type. Some of the busiest bus routes in Minneapolis have stops without shelters, etc.	Comment acknowledged. The Council believes this will require more consideration and thinking than the TPP timeline allowed. Transit Design Guideline in Appendix G outlines the standards for service and amenities on the regular route network. The Council will examine bus stop guidelines through a Work Program item and equity will be a significant part of the conversation. After that work is completed, the TPP will be reexamined to determine if any changes are needed to the guidance in the plan.	
109	6	Transit	p. 227, Paragraph 2 – Investments in park and rides should be weighed against investments in areas where transit infrastructure is not commensurate with current and projected ridership numbers. Have the maintenance cost of these facilities been considered in future revenue scenarios?	Comment acknowledged. The ongoing maintenance and preservation costs are included in the plan.	

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109	6	Transit	p. 232, Paragraph 4 – The highway plan lists specific projects and dollar amounts in the constrained scenario, but the transit plan has only general categories and then lists technical and policy factors that will be considered in project selection (except for a short list of transitways on p. 249). Why the difference?	The TPP is only required to list certain types of projects under federal law. The plan's intent is to provide information that is relevant, known, and fairly static. Transitways are required to be listed under federal law and local practice established through Air Quality conformity. Other investments in transit are not required to be detailed out in the plan and federal law acknowledges that this detail is better reserved for the short-term programming document known as the Transportation Improvement Program. The general categories are intended to provide an overall summary of where transit funding will be invested through the plan. Individual providers will determine how to spend transit funding in a way that meets their needs, so long as it is consistent with and supports the goals and objectives in the plan. The available federal expansion and modernization funding for transit identified in the plan is allocated through the regional solicitation and specific projects will be identified through the Transportation Improvement Program.	
109	6	Transit	p. 229, Paragraph 2 – The text mentions the need for bus layover facilities, including locations at the University of Minnesota and Downtown Minneapolis. Is there more information available as to the proposed size, timing, and location of these facilities?	At the time, regional transit providers are still determining the proposed size, timing, and location of these facilities. The process for finalizing the planning and details of these facilities will engage all relevant stakeholders, including the City of Minneapolis.	
109	6	Transit	pp. 235-238 – The City of Minneapolis supports the existing transitway modes included in the TPP (Commuter Rail, Light Rail Transit, Dedicated Busway, Arterial BRT, and Highway BRT). We also strongly support including Modern Streetcar as a transitway mode in this TPP Update, similar to LRT, Highway BRT, Arterial BRT, Dedicated Busway, and Commuter Rail. We are eager to participate in the ongoing policy discussion that is likely to result in including Modern Streetcar as a transitway mode in a future amendment to the TPP. Modern Streetcar has a significant regional benefit. It will allow the region to develop a broader rail transit network and attract more people, jobs and investment to these connected transit corridors. The current definition of transitways in the TPP significantly limits the opportunities for the region to expand the rail transit network beyond the Blue and Green LRT lines and Northstar Commuter Rail line. There are no other future LRT corridors identified in the region that have both the physical right-of-way for an exclusive runningway and the transit market potential necessary to support an LRT investment. Modern streetcar and light rail transit (collectively defined in Europe as “tramways”) are	Comment acknowledged. This will be addressed through a Work Program item on Modern Streetcar policy.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
			<p>fundamentally very similar technology. Modern streetcar vehicles are small light rail vehicles, the smallest of which is larger than an articulated bus. However, Modern Streetcar and Light Rail Transit differ in how they're designed and operated on the street. Modern streetcars typically have closer stop spacing than LRT over shorter distances, single car vehicles, less substantial passenger facilities, and operate in mixed traffic; however, they can operate similar to light rail with wider stop spacing, trained vehicles, exclusive lanes/tracks, and more extensive passenger facilities. Including Modern Streetcar as a transitway mode - or alternatively expanding the definition of Light Rail Transit to address shorter corridors with closer stop spacing and the ability to operate in mixed traffic lanes - will allow the region to extend the rail transit network to more places with high transit rider demand and strong transit-oriented development opportunities.</p>		
109	6	Transit	<p>p. 241, Paragraph 2 – While this list contains a number of identified corridors, there are a number of other possibilities that should be explored on a longer time horizon. It may help to have general language about supporting the preservation of potential transit corridor links for future transit use. One example would be a largely unused rail spur linking the University of Minnesota main campus area to the Midtown Greenway that could be (at some future date) converted to a connection between the Uptown area and the U of M. This does not necessarily mean that these projects would preempt others, but rather than there should be a willingness to explore opportunities as they arise and not preclude future projects from happening.</p>	<p>The Transportation Policy Plan undergoes updates at least every 4 years. The plan will generally consider the potential for transitway corridors when studied through an initial feasibility study or as part of a broader corridor or regional needs study. Strategy C6 on page 104 of the draft does acknowledge the need to preserve right-of-way for future transportation projects.</p>	
109	6	Transit	<p>p. 243, Paragraph 2 – What does it mean for Nicollet-Central corridor that “The LPA is under consideration for potential funding commitments in anticipation of being amended into the plan?” It is our understanding that a reasonable funding plan is needed for the LPA to be approved and the project to be included in the current revenue scenario. Please clarify.</p>	<p>Potential funding commitments includes commitments to funding from the local government. The City of Minneapolis passed a resolution of support to provide the funding for this project in order to prepare a future amendment to the plan.</p>	
109	6	Transit	<p>p. 246, Table F-6 – Jobs and population growth projections should be taken into account here.</p>	<p>Comment acknowledged. Since these are example measures that will be updated during a Work Program item, this comment will be considered during that process.</p>	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
109	6	Transit	p. 249, Paragraph 1 – Priorities for BRT should cross-reference MnPASS expansion plans (and any other managed lane improvement projects), as there is overlap and potential for these two functions to work together.	These references do exist on pages 230 and 236 in the discussions about Transit Advantages and Highway Bus Rapid Transit. The Highway Transitway Corridor Study did analyze this potential in a number of regional corridors and the status update for this study was edited to reflect this.	Part 2: Transit Investment Direction and Plan Page 244: " <b>Highway Transitway Corridor Study</b> This was a regional analysis of potential highway BRT investments in eight corridors throughout the region. <u>These investments have the potential to be coordinated with highway improvements that might include MnPASS, bus-only shoulders, or other transit advantages.</u> The analysis indicated the strongest potential for highway BRT improvements in the Highway 36, Highway 169, I-94, and I-394 corridors. Other corridors in the study continued to confirm the strong demand for express service and potentially some mid-day service. <u>More details on this analysis are available in the final report available from the Council.</u> "
109	6	Transit	p. 258, Table F-8 – How do revenue discussions relate back to the outcomes that are desired by ThriveMSP 2040? How do these different scenarios adequately respond to those goals?	The links between investment and performance-based planning will be expanded on through a Work Program item on "Identifying and Refining Performance Measures for Planning and Programming" (see page 315). This plan represents a first step toward a performance-based plan that will set the framework for investments and scenario analysis.	
109	6	Transit	p. 272, Paragraph 7 – This section should reference the need for minimum standards for facility design.	This plan suggests, but does not prescribe, possible bicycle facility treatments on pp. 269-270 of the Draft Plan for the proposed Regional Bicycle Transportation Network. Specific facility design standards can be found in one or more of the design guide references listed on p. 269 and are not typically documented in a regional policy plan.	
109	6	Transit	p. 313, Paragraph 4 – The text states that the streetcar discussion is supposed to inform the Transportation Policy Plan. However, since it is included as a recommendation in the Transportation Policy Plan, it is difficult to see how the results will influence this document. How will results from this discussion be incorporated? Please address the timeline and process for addressing regional policy on modern streetcar as a transitway mode.	The Council has hired a consultant to help facilitate a regional discussion with policy groups involved in transit investment, including the Transportation Advisory Board, the Council, and CTIB. The policy is expected to be addressed in 2015 but will depend on the timing of meetings and the result of the discussion. The Council has been in ongoing discussions with staff from the City of Minneapolis on this topic and expects to remain engaged with them throughout the process.	



Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
109	6	Transit	p. 94, Table G-7 – Why don't bus stops ever have trash receptacles, cameras, or benches? It seems like all of these might be advisable at high volume locations.	<p>Metro Transit, which serves the City of Minneapolis, does not typically provide trash receptacles, cameras, or benches at its 12,000+ bus stops around the region, primarily due to the maintenance intensive nature of trash receptacles and the costs associated with connecting utilities to accommodate security cameras. At the 800+ bus stops where there is a transit shelter, benches are provided inside of the transit shelter.</p> <p>A select number of high-volume bus stops do have trash receptacles, security cameras, and benches; however, those are typically part of a larger transit facility, such as a transitway station or a major downtown bus stop. In addition, Metro Transit has been fortunate to have a partnership with the City of Minneapolis whereby the City provides and maintains trash receptacles at bus stops with shelters in the City of Minneapolis. Metro Transit continues to look for partnership opportunities that enable us to add additional amenities at bus stops.</p> <p>The Work Program identifies a project for bus stop facilities in 2015. This will be lead by Metro Transit, who will be engaging community partners and seeking feedback throughout the process to better determine which bus stop elements are high priority and to obtain feedback about the tradeoffs between geographic distribution of amenities versus the level of amenity at individual stops.</p>	
32, 109	6	Transit	p. 76, Figure A-3 – Figure A-3 Transit System by Service Type and the associated text does not distinguish between local bus and the very frequent urban local bus routes or "hi-frequency routes" that are the majority of transit ridership in the region. This should be reflected somehow in the existing conditions. The City of Minneapolis made a similar comment on the draft 2010 Update to the TPP, and a map and discussion of the Hi Frequency Network was added to the final 2010 Update to the TPP, but was not carried through to this version. Please provide this information.	Council agrees that the current draft plan has a mix of definitions for the high-frequency transit service. A definition for high-frequency bus service will be added and made consistent throughout the plan.	<p>Changes will be reflected in a number of locations:</p> <ul style="list-style-type: none"> <li>- Part 2: Existing System - Add a discussion of the ridership on the high-frequency network relative to the rest of the system.</li> <li>- Part 2: Transit Investment Direction and Plan, page 222 - Edit High-Frequency Arterial Routes description to align with high-frequency definition of route segments that operate "at least 15 minute frequency from 6 am - 7 pm on weekdays and 9 am - 7 pm on Saturdays." Figure F-2 will also be edited to reflect this change.</li> <li>- Appendix A, page 8: Add definition for "High-Frequency Transit Service" as noted above that will also acknowledge that many transitways, including LRT and BRT, also fit this definition for local bus.</li> </ul>

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
					Small changes to a number of other locations will acknowledge and reference this definition.
109	6	Transit	p. 78, Paragraph 2 – Has there been any evaluation to show the relative value (in terms of increased ridership) of investing in park and rides, versus other system expansion?	Transit providers regularly review routes and expansion opportunities to determine priorities, but a number of factors are weighed when looking at these opportunities. The Regional Service Improvement Plan is the primary means for identifying service expansion opportunities.	
109	6	Transit	p. 94, Paragraph 2 – How will Metropolitan Council balance the guidance to (1) remove funding from underperforming (transit) routes with (2) managing routes to improve performance? How will routes in growing areas that haven't reached their full capacity be allowed to mature and improve?	The Metropolitan Council has established regional transit design guidelines and performance standards to guide investment in the transit system. This is an aspect of the stewardship of regional transit resources. It is the responsibility of regional transit providers to implement transit services using these guidelines and standards and they have a long history of balancing, within available resources, existing and new routes through continuous evaluation of ridership and operational effectiveness. The Council assists transit providers by producing the Regional Route Performance Analysis (see page 219) for the entire system, but the specific recommendations for service changes are the responsibility of each individual provider. The process for evaluating new routes can vary by provider. Within Metro Transit, which serves the City of Minneapolis, new routes are typically given 12-18 months to perform along with marketing and promotion. If a positive ridership trend is not established in that time these routes are generally considered for restructuring or reduction. If new land use developments occur that present opportunities for ridership growth along an underperforming route, then additional time, promotion and coordination with that development can help foster improved transit route performance.	
109	6	Transit	p. 102, Paragraph 6 – Need to define the term “queue jumps.”	Queue jump is defined in the glossary, page 16 of Appendix A.	
109	6	Transit	Local communities should be deeply involved in the planning and design of transitway investments, and in the prioritization of projects.	Comment acknowledged. The plan acknowledges the important role of local governments in the transitway development process, including in the Setting Regional Transitway Priorities section and the Land Use and Local Planning chapter.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
4	6	Transit	I am extremely disappointed with the vision described in the draft 2040 Transportation Plan. It lacks a commitment to discourage suburban sprawl and the use of single occupancy vehicles that has characterized the MSP region in the last several decades. Alternative forms of transportation like walking, biking, and transit should be favored over automobiles like in the Denver, Portland, and Seattle regions.	Comment noted. The Council supports the development of a comprehensive, multimodal transportation system. In order to strengthen investment in transit and bicycling the region needs additional revenues to support the Increased Revenue Scenario, which is very much in line with the vision for transit in regions like Denver, Portland, and Seattle.	
23	Whole	Support	Supportive of the Bottineau Line and transit expansion.	Support acknowledged.	
72	6	Transit	We support the existing Transit Market Area approach by focusing investments on areas with higher population and employment densities and demand for transit service. However, trends and cultural shifts in young adults and aging populations will demand more from the transit system.	Comment acknowledged. The increased revenue scenario in the Transit Investment Direction and Plan will afford the opportunity to explore more new transit markets than current funding allows.	
3	6	Transit	Consider adding transit in 494 corridor.	Comment acknowledged. The I-494 corridor does serve a large number of regional job concentrations. In 2008, the Council completed the Transit Master Study that looked at the feasibility of transit on the I-694/I-494 loop and the potential demand did not warrant the high cost of implementing such a service. A number of job concentrations along this corridor are or will be served by transitways in the plan, including the existing Blue Line, planned Green Line extension, and Orange Line. In the increased revenue scenario, American Boulevard arterial bus rapid transit would directly connect many of these jobs to other rapid transitways in the system. The Council's intent is to connect major job centers to transit improvements, as evidenced in the Setting Regional Transitway Priorities technical factors.	
15, 65	6	Transit	Plan is too focused on urban core.	Comment acknowledged.	
16	6	Transit	Expand the Red Line southern point to the Lakeville Park and Ride lot at 181st & Cedar at the earliest feasible time.	The Red Line Extension is included in the plan. Dakota County is currently leading an effort to update the project's Implementation Plan, which will guide the general timing of the overall project's long-term implementation. You can contact Dakota County for more specific project information. The Council will forward this comment onto the appropriate staff at Dakota County.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
30	6	Transit	Support additional transit that will serve the region, including more rural Counties such as Scott County, and specifically request that language be added that addresses bus shoulder improvements along TH 169. These transit improvements also need to be balanced with highway improvements and maintenance that will continue to serve significantly more traffic volumes than transit ridership at least in the foreseeable future.	Support acknowledged. The Council is partnering with Scott County, MnDOT, and other partners to look at highway and transit investments in the Highway 169 corridor. The specifics of that study will address the appropriate needs in this corridor and be informed by the strategies in the TPP. The results of that study may result in changes to the TPP that would be addressed through an amendment process.	
31	6	Transit	<b>Expand and Modernize Bus and Support System</b> One percent annual growth in Bus and Support Systems funding under an Increased Revenue Scenario is not enough to ensure SWT meets its projected demand. This is especially true given that the Met Council controls the allocation of funds, making it unlikely that SWT and other Suburban Transit Providers will receive their fair share of increased funding. One solution versus the RSIP process would be to establish a new process that guarantees Suburban Transit Providers a portion on any "new" funding under the Increased Revenue Scenario.	The Council agrees with and supports Southwest Transit's interest in additional funding for the Bus and Support System. The increase in funding was developed based upon estimates submitted in the region's first Regional Service Improvement Plan. However, the Council acknowledges that not all bus expansion needs were documented in that near-term plan and is open to working with all regional transit providers to document the extensive opportunities for expansion of the bus system and work collaboratively to advocate for resources to fund these opportunities.  The Regional Service Improvement Plan is an important tool for documenting the expansion opportunities that exist in the region and prioritizing the highest needs first, especially for revenues that are raised at a regional scale. A similar tool exists in the plan for transitway expansion and both are fundamental to the performance-based planning process and accountability to the public. One of the tenets of Thrive MSP 2040 is looking at regional balance of investments as a way to ensure shared prosperity across the region. This will certainly be a policy consideration in the distribution of funding based on the needs in the Regional Service Improvement Plan.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
59, 65	6	Transit	<p>Short version: There is a disconnect in transit and local planning with state economic planning, projections, and resources. Significant job growth is expected outside of the central cities. Employment in the STA providers' service area is expected to increase by an average of 44% by 2030. Population in the same area is expected to increase by an average of 34% by 2030. There should be consultation with local jurisdictions and DEED regarding the placement of resources in the region, to help identify where transit investments are needed.</p> <p>Many people have difficulty getting from one suburb to another if they do not drive, do not have access to a personal vehicle, or cannot afford to drive. The TPP needs to be connected to DEED resources. The economic and job centers are not solely in Minneapolis and St. Paul.</p> <p>Several recent studies by the Brookings Institute and census data indicate more and more jobs are moving out of the central cities and into the suburbs, something not recognized on the maps identifying jobs/education. To factor this trend, more emphasis should be placed on reverse commutes and transfers/connections in transit expansion.</p> <p>The TPP does not provide for transit investment throughout all seven counties of the region. It should because much of that growth will happen outside the core cities of Minneapolis and St. Paul and their immediate suburbs per the 2040 TPP. Investment will often happen where there are existing or designated transitways per the TPP. There are no transitways in Carver or Scott counties or in the west metro.</p>	<p>The Council supports and shares the Suburban Transit Association's desire to expand transit to more people and destinations. The Council has identified an increased revenue scenario that would include expanded bus service to many parts of the region and additional transitway investments, including a connection to Scott County along Highway 169. The plan also acknowledges the important role that land use planning plays in being able to provide efficient and effective transit service. The Council is asking local governments to be partners in ensuring the stewardship of public resources for transit investment. Given the strong connection to the local governments they serve, Suburban Transit Association providers are particularly well-suited to address these issues in concert with each other. The Council supports this approach and continuing a collective, regional dialogue on the transit needs of the region through efforts like the Regional Service Improvement Plan.</p>	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
65	6	Transit	The MVTA, along with the other suburban transit providers, were very under-represented during the preparation of the draft TPP. The TPP states that suburban transit service should be limited to commuter express service, with a limited amount of local fixed route service and dial-a-ride service. The plan severely limits transit growth and expansion outside of the core cities and seems to nearly eliminate the possibility that expanded transit opportunities will be offered to suburban providers.	The Suburban Transit Providers were represented on the TPP Partner Agency Work Group by staff from the city of Plymouth. The section on Transit Planning Basics discusses a number of demographic and urban design factors that are generally outside of the control of transit providers but that impact the potential success of transit investments. These factors can relate to demographic factors such as auto ownership, age, and income or land use factors such as population and activity density, street network connectivity, and mixed uses. The Transit Market Area definitions consider these factors and identify where certain types of transit service will be most successful. There can be exceptions to these general guidelines and each transit provider can determine the types of services it will implement and in particular may implement pilot services to test potential success. Once implemented and in place after a period of three years, services are expected to meet regional service performance standards.	
65	6	Transit	Investing in the Future (p. 4) includes targets for additional investment in the event of increased revenues. These scenarios do not include bus service provided by the suburban transit providers.	The increased revenue scenario represents expanded bus service for all regional transit providers, based on needs identified through the Regional Service Improvement Plan. The increased revenue scenario was developed from planning estimates in the Governor's Transportation Finance Advisory Committee report on transportation funding. In this scenario, bus service expansion was based on the 2012-2016 Regional Service Improvement Plan, which all regional transit providers to invited to participate in and a number of them did, including MVTA.	
65, 91, 97	6	Transit	The "hub and spoke" model fails to account for the increased job growth in the outer areas. Forecasts show the majority of growth will occur outside of the urban centers. Providing transit opportunities for both reserve and suburb to suburb commuters will be critical to serve the expanding populations and job centers.	The description of "Suburban Local Routes" on page 223 addresses the role of this continually growing market for transit demand. Access to jobs and opportunity is an important emphasis for expanding both regular route bus and transitways (see pages 107, 108, 224, 245).	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
65	6	Transit	On page 42, the TPP states "not all areas of the region can be served equally." We disagree with this statement. Transit investments should be made throughout all seven counties of the region and not just within the core cities and their immediate suburbs.	This statement represents the concept behind the Transit Market Areas, regional transit service guidelines, and performance standards. If the region is to be good stewards of public resources for transit, the same level of service is not appropriate for all areas of the region. For example, some areas of the region can be adequately served by dial-a-ride service while other areas may be able to effectively support frequent transit service. Transit resources in the plan will be allocated based on need and regional balance, not solely on geographic area.	
65	6	Transit	Transit markets III and IV are expected to see population and employment gains, yet the TPP does not propose any transit expansion for this portion of the region. The TPP should identify strategies to meet these needs.	<p>The Council greatly values the role transit provides in the MVTA service area. As described in the Transit Investment Direction and Plan and Appendix G discussions of Transit Market Areas, a primary determination of success for regular route bus service is the density of development – residential and job, connectivity to common destinations for large numbers of customers, and consideration of customer motivations who own a car (parking cost, distance, fuel cost), balanced with managing the transit resources effectively and efficiently. As shown in the transit market area map (page 214), there are several good indications of strengthening of development to support transit service. The Council will continue to work with MVTA and the communities it serves to strengthen the local land development and transit service it provides. While these areas are projected to grow, the growth in suburban areas will need to be planned and coordinated in a way that supports effective transit service. A brief discussion of this has been included in Transit Planning Basics on pages 207-211.</p> <p>The TPP also calls for a Regional Service Improvement Plan (RSIP), to which all transit providers contribute new service ideas that are evaluated to determine and prioritize future bus service expansion the region.</p>	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
78	6	Transit	Plans for transit in the metropolitan area continue to neglect the northern Ramsey County suburbs.	<p>The Council agrees that the region is underserved in transit and has included an increased revenue scenario in the plan demonstrating how new revenues might be invested. This scenario includes investments in transitways throughout the region, including northern Ramsey County (Rush Line, I-35W North, Snelling arterial BRT, Highway 36), and improvements to bus service that are planned and prioritized by transit providers throughout the region.</p> <p>The transit plan also includes descriptions of the conditions are needed to support cost-effective transit service, which falls under the stewardship outcome of Thrive MSP 2040. The Council will work with communities in northern Ramsey County to identify ways they can adapt their comprehensive plans to be more supportive of transit expansion.</p>	
85	6	Transit	More Park-and-Ride facilities (in south metro) will be needed for the relief for regional commuters.	<p>The Metropolitan Council 2030 Park-and-Ride Plan (adopted in 2010) identified the following park-and-ride expansion needs along the Hwy 52/55 corridor to meet future park-and-ride demand along this corridor:</p> <ul style="list-style-type: none"> <li>· Expansion of the Fort Snelling Park-and-Ride along the METRO Blue Line. Observed park-and-ride usage has shown that downtown Minneapolis bound commuters along portions of these travel corridors are drawn to METRO Blue Line LRT facilities. Thus, adding competing express bus service to downtown Minneapolis would not efficiently serve this market.</li> <li>· A park-and-ride serving downtown St. Paul may be necessary along the Highway 52 corridor between the I-494 and Hwy 52/55 split. Any potential new facility would be developed in response to market demand or future residential development in Rosemount and Inver Grove Heights. Regional park-and-ride usage is monitored annually to determine whether additional park-and-ride capacity is needed.</li> </ul> <p>Metro Transit will be updating the Metropolitan Council Park-and-Ride Plan in 2015 to coincide with 2040 regional forecasts. As part of this process, Metro Transit will evaluate future park-and-ride needs along the Hwy 52/55 corridor and serving City of Hampton residents.</p>	



Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
4	6	Transit	The plan barely acknowledges the high population densities in Minneapolis and rewarding such places with transit infrastructure. The proposed transit investments in Minneapolis are too few and far between. Too much of these improvements are proposed to take place in low density suburbs where people are generally not transit dependent. Minneapolis residents need more frequent transit, clean shelters with heaters, and service that doesn't get stuck in traffic.	<p>Comment acknowledged. The Council appreciates your desire for more and better transit, which we share. The Increased Revenue Scenario would include significant increased investment in the bus system, including enhanced amenities, better service, and more investments in arterial bus rapid transit, a significant portion of which serve Minneapolis. The plan does place a higher emphasis on Equity, a key outcome in Thrive MSP 2040, than previous Transportation Policy Plans. This new focus calls for prioritizing transportation investments that serve concentrations of low income people and people of color.</p> <p>However, the plan also recognizes that all parts of the region need to share in the prosperity of the future and transit is an important part of this prosperity. The plan also places a higher emphasis on land use planning associated with transit investments to ensure that the sustainability of these investments are supported by local partners and appropriate land use plans and densities.</p>	
12, 13, 17, 34, 47, 83	6	Transit	Focusing on urban areas where transit use is high is a more cost-efficient than investing transit projects in suburban areas. Frequently quoted example: Gateway BRT, though more expensive and serves less riders, is prioritized over some Arterial BRT lines in the Plan.	The Transit Investment Direction and Plan includes investment in many urban core bus routes and urban connecting bus routes that is meant to improve these services in many of the ways described in your comment. Specific investments like arterial bus rapid transit, improvements in customer information, technology, and other areas are targeted at these but in ways that match the context and fit with the concerns of the neighborhoods and cities where these routes travel. The Council agrees with your concerns about improving the transit system and encourages residents to be involved in specific corridor and route planning led by transit providers in their community.	
3, 14, 69, 72, 74, 86	6	Transit	TPP should focus more on improving urban local service through providing more frequent service, signal priority, and bus stop amenities. Arterial BRT features are desired.	The Transit Investment Direction and Plan includes investment in many urban core bus routes and urban connecting bus routes that is meant to improve these services in many of the ways described in your comment. Specific investments like arterial bus rapid transit, improvements in customer information, technology, and other areas are targeted at these but in ways that match the context and fit with the concerns of the neighborhoods and cities where these routes travel. The Council agrees with your concerns about improving the transit system and encourages residents to be involved in specific corridor and route planning led by transit providers in their community.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
24	6	Transit	Integrate funding of creative placemaking and cultural destination points along transit corridors. Creative placemaking and cultural destination points such as Rondo Historic and Cultural District, Little Mekong, Little Africa, American Indian Cultural Corridor are new economic development tools to benefit low income communities along transit corridors as well as offer cultural destination points for tourists and visitors to Minnesota. Transportation projects should include funding for these efforts.	While the Council is certainly supportive of these initiatives and their importance in improving the region and destinations along transit corridors, funding for these types of projects has typically not been provided directly through transit resources and would need to be weighed against competing interests for transit resources. The Council supports exploring these opportunities on a project-by-project basis and by working with local governments, non-profits, and other possible funding partners.	
13	6	Transit	“Minneapolis is the largest CBD in the United States without a subway.” More to the point, there is no CBD in the US that has more transit commuters that doesn’t have a subway (except Seattle, which has a bus tunnel with LRT, which sort of counts). The 2040 Transportation Policy Plan: Connecting communities, fostering regional prosperity is the draft version of the official regional vision. It claims to be “advancing a bold regional vision.” There is of course a vision here. It is not my vision. It is not an urbanist vision. It is, unfortunately, not a bold vision. It is a fiscally constrained vision. It is a vision of an organization whose leadership is entirely appointed by a governor representing seven mostly suburban counties. It is a vision of an organization that thinks the metro area has “nearly 3 million people” rather than the Census recognized 3.8 million people in the Minneapolis–St. Paul–St. Cloud, MN-WI region. These are just spatial definitions, and in some respects a smaller area is better than a larger one, but it illustrates parochialism of the official outlook.	Comment acknowledged.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
66	6	Transit	Regarding specific projects, why is the highway BRT out to the suburbs a greater funding priority with increased transit money (if it ever comes) compared to the arterial BRT network when clearly the latter fulfills the goals of the TPP better? What about the Riverview corridor which is now substantially far along in the planning process after languishing for years? Please, look at your own TPP and follow it when objectively evaluating projects.	<p>There are a number of factors that must be considered when planning for regional transitway expansion (see Setting Regional Transitway Priorities, pages 244-247). Two important factors are regional balance of investments and stage of technical readiness. Many of the corridors in the current revenue scenario are further along in planning and securing funding commitments than other corridors (e.g. Red Line, Orange Line).</p> <p>The plan balances an approach funding investments in arterial bus rapid transit (3-4 corridors) with highway bus rapid transit (2 corridors plus several under consideration). These different transit investment options provide different benefits for the region and work in tandem to improve access to jobs in suburban communities for residents throughout the region. The Council supports the increased revenue scenario, which includes a more significant arterial bus rapid transit network and potential highway bus rapid transit network working together to improve access for the entire region.</p>	
52	6	Transit	There has been no improvement in the speed or convenience of transportation in 34 years. Every few years there is a new “forward looking” plan that imagines how transportation should look in 25 years. Yet these plans never look like the future. They look like the past. Light rail, we are told, is the way of the future. Yet, at a \$Billion per line, these trains are no faster than a bus and do nothing to make public transportation more convenient.	Comment acknowledged.	
66	6	Transit	Without going into too much detail about a topic you have no doubt heard much criticism over, the Southwest LRT project would clearly fail to meet the criteria your own council sets if proposed today. To quote someone on your own council “There are a lot of people who are extraordinarily invested in validating the flawed process by which we got here”. The mistakes from this project absolutely cannot be repeated or the future of transit in this region is dim.	Comment acknowledged.	
2, 93, 94	6	Transit	Implement PRT in the region	<p>Personal rapid transit (PRT) has been studied in the region and throughout the world for several decades without a significant plan put forward or supported by policymakers in the region. Without a feasible application of the concept in this region, the Council does not intend to include PRT in the Transportation Policy Plan.</p>	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
3	6	Transit	Gateway corridor should go through denser areas, particularly Woodbury, than the proposed line through Lake Elmo to Manning Avenue.	The Gateway corridor went through an extensive local process to develop the recommended mode and alignment included in the plan. This local process did include input and support from all communities along the line, including the City of Woodbury. The Council will forward your comment onto the appropriate staff at Washington County.	
9	6	Transit	Concerns about Bottineau: - should have better security on bus service before introducing faster service - BRT or better bus service before LRT - What is the possibility of taking the Douglas/Golden Valley branch of the 14 and combining it with the 30?	The Council strongly values safety on the transit system and will forward your comments on to Metro Transit police. The Bottineau project did undergo an extensive process to look at the possibility of bus rapid transit in the corridor and ultimately it was decided that light rail better met the goals and objectives for transit in the corridor. Specific comments on transit routes is not in the purview of the Transportation Policy Plan but your comment will be forwarded on to Metro Transit Service development.	
21, 118	6	Transit	The Council should remove the transitway prioritization process from the draft TPP and continue to work collaboratively through existing local, regional, and federal processes that have effectively prioritized transitway projects for project development for the last several years.	The Transportation Policy Plan section on "Setting Regional Transitway Priorities" is an essential first step toward more transparency in regional decision-making in a performance-based transportation plan. There are many investments in the Current Revenue Scenario and Increased Revenue Scenario that will be potentially competing for federal, state, and local resources at the same time, which has been less common the last decade of transitway expansion. Competition and excitement for transitway expansion is good, but it creates the need to be transparent across all transitway investments, regardless of the source of funding. This will be particularly paramount to determine how the region is and will be progressing toward its stated outcomes and goals in the TPP and Thrive MSP 2040. The Council is looking forward to refining the specific details with regional partners through the Work Program item on Setting Regional Transitway Priorities.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
21, 118	6	Transit	Definitions of Transitways and bus rapid transit should be consistent with federal New Starts policy and requirements for dedicated right-of-way.	<p>The transitway definition is an important piece of the Transportation Policy Plan to make investments eligible for certain funding sources, including state and federal sources. The Council has heard broad support for arterial bus rapid transit and improvements on high-volume bus routes. The arterial bus rapid transit improvements in these corridors have been generally defined through the Arterial Transitway Corridor Study, completed in 2012, and the Regional Transitway Guidelines. The federal New Starts and Small Starts programs do have a project category called "Corridor-based Bus Project" that closely aligns with the types of improvements identified for arterial bus rapid transit and highway bus rapid transit.</p> <p>Many of the arterial bus rapid transit projects in the TPP are further along in development than major transitway projects in other corridors, providing for shorter-term implementation opportunities with unique revenue streams. The process for further defining Setting Regional Transitway Priorities will allow for a better understanding of the relationship between high-volume bus corridors and transitway definitions.</p>	
21	6	Transit	The Council should remove all references to the West 7th Street arterial bus rapid transit project in St. Paul from the text and graphics.	West 7th Street arterial bus rapid transit will be removed as a project specifically defined in the Riverview Corridor. The reference to its definition in the Arterial Transitway Corridor Study will remain pending the results of the Riverview Corridor study.	<p>Part 1 Page 4: "The expansion also includes three four new arterial bus rapid transit lines, with the construction of the first line beginning in 2014. Page 5: "This includes seven additional transitways, two extensions or transitways, and the complete system of 12 11 total arterial bus rapid transit projects throughout the region." Part I, Page 52-53: "Building four three arterial BRT lines every 2-3 years:..."West 7th Street (Saint Paul, Bloomington)" and remove West 7th Street Arterial BRT from Figure 1-4. Part I, Page 55-56: "Implementing the complete system of 12 11 Arterial BRT projects including the four three in the Current Revenue Scenario..." and remove West 7th Street Arterial BRT from Figure 1-5. Part 2: Transportation Finance, Page 162: "...Line Extension (Bottineau), Orange Line (I-35W South BRT), Red Line (Stage 2), Gateway Dedicated BRT, and four three arterial BRT projects can be fully funded"</p>

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					<p>Part 2: F. Transit Investment and Direction -  Page 222: Remove Potential Arterial BRT designation from West 7th Street in Figure F-2.  Arterial Transitway Corridor Study, Page 244:  "Initial work has begun on the Snelling Avenue line, the West 7th Street line, the Penn Avenue line, and the Chicago Emerson-Fremont lines as the first four three corridors for implementation. Development of the West 7th Street line has been put on hold pending the results the Riverview corridor study."  Table on Page 249: "Four Three arterial BRT projects with one opening every 2-3 years: Snelling Avenue in design, West 7th Street in project development, Penn Ave in pre-project development, and Chicago Emerson-Fremont in planning."  Page 251-252: "The Current Revenue Scenario assumes four three arterial BRT projects will begin construction in the first 10 years of the plan..." and remove West 7th Street arterial BRT from Figure F-6.  Page 252: "Implement the complete a system of 12 11 arterial BRT projects"  Page 254: Remove West 7th Street arterial BRT from Figure F-7.  Table F-7 on Pages 255-256: Remove West 7th St. ABT and adjust totals throughout the table accordingly.  Page 257: "In the first 10 years of the plan, funded transitway expansion will include building and operating four additional METRO lines, including the region's first dedicated BRT, and building three arterial BRT lines and beginning construction on a fourth."  Part 3: Federal Requirements  Pages 319-334: Update data as required  Page 374: Update Data  Page 373: Remove West 7th Street arterial BRT from Figure C-5.  Appendices  Appendix C, Page 49: Remove West 7th Street Arterial Bus Rapid Transit and associated costs</p>

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
					from the table. Appendix E, Page 65: Arterial BRT along West 7th Street from downtown Saint Paul to Bloomington.
25	6	Transit	The region's transit system often values coverage over service provision, which promotes maintaining routes with high subsidies and low ridership over investing in increased operations of routes with high ridership. The City supports a re-examination of the transit system to support this more financially sound model.	Past transit investment decisions have always utilized cost effectiveness as a major criteria for determining whether to implement and maintain specific routes. In the past when transit funding has fallen short this has resulted in cutting high subsidy routes which often are in the suburban areas and has resulted in a loss of regional coverage. Under the Increased Revenue Scenario bus expansion will be based upon both cost effectiveness of the proposed service and also its ability to provide increased regional coverage, both of which are important investment factors to consider.	
25	6	Transit	The equity conversation should also place importance on access for children, the elderly and the disability community. Specific issues accommodating the aging population, such as increases in Metro Mobility (and similar) service costs and assuring that buses are more accessible, are not adequately addressed. Similarly, access for children is a missed opportunity area, where public schools and transit service providers should be charged with working together.	Equity for these population groups is addressed in strategy E3 that states, "Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel." The Council is asking Regional Transportation Partners to consider these groups in the entire process of implementing the transportation system. The discussion on this strategy includes the accessibility of transit vehicles and the availability of Metro Mobility. This has been edited to recognize this is an evolving area of technology. This discussion has been edited to mention the possibility of regional transit providers coordinating with local schools.	Part 2: Transportation Strategies Page 116: "As regional transportation partners preserve and modernize the transportation system, they should design facilities, including signs, to accommodate older travelers with changing vision and slower reaction times. All transit vehicles in the region have been accessible for many years <u>and transit providers should adapt as technologies in this area continue to improve.</u> and Metro Mobility provides service that complies with ADA requirements to complement regular-route transit. <u>Public transit providers can also work with schools to identify opportunities to coordinate demand, such as the Student Pass fare card.</u> On roadways, partners should also continue to implement their ADA transition plans, especially at highway interchanges, intersections, and near transit access locations."
25	6	Transit	Figure 1-5 does not accurately portray the Rush Line, which is under consideration not only for the I-35E corridor, but also an alignment roughly following Ramsey County RRA property farther east.	Transitway corridors that do not have a mode and alignment identified in the Transportation Policy Plan are displayed generically on maps. Language will be added to the map legends to identify this distinction.	Figures 1-4, F-6 - Legend updated with following changes "CTIB Phase I Program of Projects under study, <u>mode and alignment not yet specified</u> " Figures 1-5, F-7 - Legend updated with following changes "Accelerated Transitways under study, <u>mode and alignment not yet specified</u> "

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25, 87	6	Transit	With Ramsey County and the City of Saint Paul requesting to postpone West 7th due to the Riverview Corridor Transitway Study, that funding will be reallocated to the Chicago-Emerson/Fremont line. This brings the total number of funded east metro projects to two with six in the west metro area. There needs to be more transit investment in the East Metro communities. Lower-cost investments improving existing transit service and amenities should be considered with high priority for neighborhoods such as these.	The Current Revenue Scenario, in collaboration with CTIB, includes funding or establishes a funding priority for 6 east metro projects: Green Line, Gateway, Riverview, Robert Street, Red Rock, and Snelling Arterial BRT. The East Metro Strong initiative is bringing a number of these corridors to the forefront of regional planning, but they are not yet at the point of having a specific mode and alignment to be included in the funded plan. They are, however, identified as priorities in the Current Revenue Scenario. The Council believes the Current Revenue Scenario and the Increased Revenue Scenario represent a regionally balanced approach to transit investment, although the timing of that investment may vary on a corridor-by-corridor basis.	
25	6	Transit	Appendix G, Bus Stop Shelters (pg 94): The standard for placing bus shelters is based in part on high numbers of total passenger boardings, with 40 or more boardings per day in Minneapolis and Saint Paul deemed to be the cut-off, and 25 or more per day in suburban communities. This disparity is in direct violation of THRIVE MSP 2040's Equity principles. These numbers should be examined, and a single standard should be applied across all communities in the Metro Transit service area.	Comment acknowledged. A Work Program item on Bus Stop Facility Guidelines will be examining this issue in more detail and your concerns will be considered as part of that Work Program item within the next year. This comment will also be forwarded to Metro Transit facilities for consideration in their facility policies.	
31	6	Transit	The transitways process needs to include a stronger check on Metropolitan Council's authority to ensure less biased decision making. There should be a stricter and more detailed alternatives analysis review process of proposed transitways put into place, which should include members of the Suburban Transit Association, before any regional funding is allocated to transitways.	Every transitway in the plan has undergone or is expected to undergo an alternatives analysis process that establishes the recommended locally preferred alternative. The Council, in collaboration with the Counties Transit Improvement Board, are working to identify important evaluation factors for transitways being recommended for inclusion in the plan, including a risk assessment and local support. It is the responsibility of transitway lead agencies to engage stakeholders in the local transitway process and the Council would encourage that all transit providers that are affected by these decisions be involved in the process. These specific roles and responsibilities are described in more detail in the Regional Transitway Guidelines.	



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51	6	Transit	Rosemount is an Emerging Suburban Edge community, which is described in Transit Market Area IV. The Transit Investment Plan states that Market IV does not support frequent local service, that it is primarily served by peak-period express service and that local trips are provided by general public dial-a-rides services. This is less service than is currently provided to Rosemount by MVTA. Rosemount objects to any elements of the TPP that call for less transit service to Rosemount. Additionally, since the Housing Policy Plan connects affordable housing with transit service, Rosemount expects the Metropolitan Council to match Rosemount's affordable housing goals with the level of transit service expected in Market IV.	The developed western portion of Rosemount is Transit Market Area III, which is consistent with current service levels in those areas. Emerging Suburban Edge communities will likely have different Transit Market Areas within them and changing as the community changes. Texted edited to recognize that Transit Market Area III existing in Emerging Suburban Edge communities.	<b>Part 2, Transit Investment Direction and Plan</b> Page 212: "Transit Market Area III is primarily Urban along with portions of the Suburban, and Suburban Edge, <u>and Emerging Suburban Edge...</u> "
31	6	Transit	Transit advantages should include the existing transit advantage (shoulders) on 494 between 394 and 212.	These existing components will be added to two maps in the Transportation Policy Plan.	Add existing bus shoulders on I-494 between approximately I-394 and Highway 212 to the following maps: Part II, Existing Conditions, Page 77: Figure A-4 Part II, Transit Investment Direction and Plan, Page 231: Figure F-4
32	6	Transit	33. Pg. 228: Figure F-3 is inaccurate. a. Clover Field Park & Ride in Chaska is not depicted b. Only one P&R exists in downtown Chanhassen c. The P&R at 41 & 212 was expanded in 2013 d. A planned P&R in Victoria does not appear in Carver County's current 2030 plan e. The P&R on 10 & 212 should be removed	Figure F-3 will be edited as noted below.	a. Clover Field Park & Ride is not shown on the map and will be added to Figure F-3. b. There are two existing facilities in Chanhassen and there are no longer any planned new facilities or expansions. The map will be revised to show only Chanhassen Transit Station and SouthWest Village. Previously proposed expanded or new facilities (Pauley Rd & Market Blvd and Lake Ann) have been removed from the map. c. East Creek Station in Chaska was expanded in 2013 from 225 to 675 spaces. The dataset has not been updated yet to reflect the expansion. The 2040 Park-and-Ride Plan will identify this expansion. d. The 2030 Park and Ride plan identifies that a new park-and-ride facility (up to 300 parking spaces) may accompany reintroduction of express bus service in Victoria, along the Highway 5 corridor. A specific location along Highway 5 has not been identified. In 2015 Metro Transit will update the Park-and-Ride Plan and will evaluate the need for a Victoria park-and-ride in light of

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					Southwest LRT. e. The previously proposed new facility at Highway 212 and County Road 10 has been removed from the map.
32	6	Transit	34. Pg. 232: The table identifies operating Transit Link dial-a-ride as a priority. a. Carver County contends that other dial-a-ride services, including SmartLink, should receive at least equal priority. This should be acknowledged in the plan.	Transit Link is the Council-funded regional dial-a-ride service in the seven-county metro area. Smart Link, as one county contract provider of the regional Transit Link service is included in the TPP statement.	
15	6	Transit	- The transportation system primarily includes infrastructure that addresses the needs of both the roadways and transit operations. However, there appears to be a lack of acknowledgement that enhancements to roadway transportation systems also provide benefit to transit.	Comment acknowledged.	
13	6	Transit	<ul style="list-style-type: none"> <li>The maps focus on lines rather than stations. Yet nodes of activity are at least as important, it is where all the positive benefits of service accrue. The lines themselves generally are the nuisance of train noise or pollution.</li> </ul>	Stations are important and many of the Council's strategies are centered around transit station areas. However, the maps in the Transportation Policy Plan are intended to illustrate the general plan for system investment and station details are dynamic throughout a project development process. To the extent that stations are known, this information is provided to the appropriate regional transportation partners through other means in order to implement the plan's policies.	
13	6	Transit	The goal of the region's planners, and of the city itself, is to Maximize Accessibility. Cities (metros) have one purpose: To reach more things in less time. These things include jobs, friends, mates, security, supplies, and so on. If you do not wish to reach these things, you should not live in a city. This has two aspects: Where can we put More things (land use) and How do we ensure we spend Less time (transportation). They would travel more efficiently, better use infrastructure, be less peaked.	Comment acknowledged.	
59	6	Transit	Transit Link should be identified in the Plan as a "shared ride service," since the service is provided by numerous regional transit providers.	Transit Link is the regional dial-a-ride service and is provided by a number of different providers under the Transit Link program. A number of suburban transit providers provide their own dial-a-ride services, as is described in the text.	

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65	6	Transit	Travel in the Region (p. 9) discussed past and future trends in travel and transit demand. It does not address the question of whether more transit use would occur in suburban areas if there were more transit options. In 2013, the suburban providers experienced a 4% increase in ridership, while Metro Transit/MTS experienced a 0.4% increase.	Transit demand is growing throughout the region and the specific locations where transit ridership growth can be achieved will be examined through the processes identified in the plan, such as the Regional Service Improvement Plan and Setting Regional Transitway Priorities. In the last five years, all transit providers have seen ridership increases because of the growing demand for travel options and the TPP supports all transit providers to plan for growth that is efficient and regionally balanced.	
65	6	Transit	The TPP emphasizes the transitway system. What is not addressed is how these new systems align with existing bus service, or even if it is duplicating existing service. Further, the TPP lacks discussion about whether or not the funding for these systems might be better used to expand the existing bus service.	Bus service planning that supports regional transitway investments is handled through specific project planning, but the plan does acknowledge the importance of these efforts. Strategy C11 on page 107 reads: "The transit system will need to continue to grow and improve to remain a competitive travel option for the region. A significant part of that growth will be expanding and improving the bus system that serves the majority of transit demand in the region. This includes both expanding geographic coverage and "thickening" the transit system by adding new routes and service frequency in areas already served by transit, including connections to transitways." (emphasis added) Similar language has been added to page 221 in the introduction to route descriptions. The TPP acknowledges that a balanced approach to expanding transitways and the bus system will help achieve the goals and objectives in the plan.	<b>Part 2, Transit Investment Direction and Plan</b> Page 221: "The regular-route bus system will need to expand to meet growing demand and improve access to destinations, especially for those who rely on transit. Since expansion of the regular-route bus system will typically respond to development patterns and is more flexible than large investments in facilities or transitways, the needs of the system can change more frequently, especially in emerging markets. <u>However, the expansion of the bus system will also provide valuable connections to the transitway system across all route types and extend its reach to broader areas.</u> The following are general descriptions of the types of improvement opportunities for service expansion."
65	6	Transit	We agree with the TPP emphasis on providing great opportunities for transit advantages. We believe those advantages should be extended beyond the currently identified transitways, and spread throughout the seven county region.	Comment acknowledged	
15, 65	6	Transit	(p. 230) This section does not include any discussion on the timing or prioritization of construction of bus shoulders and other transit advantages. This section should include such a discussion.	The overall approach to transit advantages is also discussed in the strategies on page 102-103. The text on page 230 includes such a discussion: "Corridors with high levels of congestion and high existing and potential transit ridership should be prioritized for new transit advantages." Text edited to discuss timing of such these projects.	Part 2, Transit Investment Direction and Plan Page 230: "Corridors with high levels of congestion and high existing and potential transit ridership should be prioritized for new transit advantages. <u>The timing of these projects will be dependent on opportunities associated with roadway projects, where coordination is essential to project delivery</u> "

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65	6	Transit	There are several data tables in Part 3 which only include transit data from Metro Transit and the Metropolitan Council. These tables should be revised to include suburban provider data. It should be clear what data is attributable to each provider.	<p>Comment acknowledged. Table A-9:2012 and 2013 Transit Incidents does only include Metro Transit data. The Work Program includes studies to identify and refine performance measures and to begin the on-going data collection to support the use of performance measures, particularly in the area of transit. These suggestions will be included in those studies and the Council will welcome further agency and public involvement.</p> <p>Immediately following Table A-9 there is information from the National Transit Database that covers all transit providers in the region.</p> <p>Table A-15 reports total transit system ridership. System level ridership was selected as the appropriate level of aggregation for the purposes of documenting transportation system performance. Ridership data by transit provider is documented in the supporting 2012 Transportation System Performance Evaluation.</p>	
54, 65	6	Transit	<p>p. 87 Typical Transit Service Types. This table does not include any reference to connecting service to express routes or transitways. Connecting service to these routes, and reserve commutes will become more critical as more jobs move and/or are created in the suburbs. The table must include this service type.</p> <p>p. 89 Route Types has removed all reference to circulator routes. Circulator routes must remain as an option if it is determined to be the best fit for the area it serves.</p>	<p>The Council agrees that these services will become critical in the future. This is supported by the strategy discussion on page 107 and the introduction to service types on page 221. Generally "connecting" and "circulator" routes are, functionally, local routes. They are categorically represented by "suburban local bus" and "supporting local bus" as defined in Appendix G.</p>	
86	6	Transit	Transit planning should move away from corridor based analysis that favors solutions that serve the geographic majority. Instead, travel needs of individual nodes should be reviewed to see if a corridor emerges and what technology would best serve it.	<p>Comment acknowledged. The process to determine the right mode and alignment for major transit investment is a locally derived process. Lead agencies for this step in transit studies have the ability to approach the analysis in a variety of ways that fit the context of a particular corridor. The Council works with regional transportation partners to improve this process while respecting the processes identified by lead agencies.</p>	

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87	6	Transit	The TPP should outline opportunities to speed up the development of transit corridors planned for the Greater MSP region by identifying projects that can be entirely locally funded.	The current revenue scenario identifies both the Robert Street and Riverview corridors as corridors that could forego the Federal New Starts process and be fully locally funded receiving based on the assumptions of the Counties Transit Improvement Board and their Program of Projects planning. The opportunities to fund transitway corridors entirely locally will depend on the costs, timing, and needs in other parts of the region. In addition, the Arterial BRT transitway corridors are assumed to be fully locally funded and, under the increased revenue scenario, this system could be accelerated and fully built out by 2024.	
87	6	Transit	Request inclusion of the A-Line extension to the Rice Creek Commons site in the arterial BRT plan.	The A-line extension is included in the increased revenue scenario, along with 8 additional arterial bus rapid transit lines and extensions to a number of other corridors in the region. The current revenue scenario is fiscally constrained and the corridors included represent the priorities established through the Arterial Transitway Corridor Study and a regionally balanced plan. The A-Line extension is still under study and can be considered through future amendments to the plan or if funding for the extension is identified.	
99	6	Transit	Discussions about the various modes of transportation (modern streetcars for example), should include documentation about the costs, subsidies, and evaluation in terms of what opportunities and negative impacts are associated with the mode including savings/costs the particular mode provides over other existing modes of transportation. This cost effectiveness information should include both capital and operating costs.	The Technical Investment Factors in Setting Regional Transitway Priorities on page 244-245 are intended to address this and would include numbers for corridors under consideration in the plan. Costs for investments will vary greatly depending on the conditions of a particular corridor. This information will be provided on a corridor-by-corridor basis.	

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109	6	Transit	<p>The references to park-and-ride lots are minimal and lack substance. Sections of the Land Use and Local Planning section reference the benefits of transit-oriented development and urban design over surface parking at rail stations in particular, but the only full section on Park-and-Ride Facilities is late in the plan on page 227. In this section, there is no policy guidance but instead a reference to a plan from 2010. This is too important of a policy document not to have more specific guidance for park-and-rides, particularly along transit lines. One option is to adjust the policy from four years ago to match the Transit Market Areas. For example, a policy could be that Park-and-Ride Facilities are not appropriate in Transit Market Areas I and II. The City of Minneapolis' position is that we do not support park and ride lots within the city boundaries because they hinder transit-oriented development at key locations adjacent to transit stations. Park and ride facilities also encourage driving, when a primary purpose of transit is to promote alternatives to driving. The ridership generated by urban park-and-rides can be replaced or surpassed by a combination of new development, high-quality bicycle and pedestrian connections to the station and enhanced feeder bus service.</p>	<p>The Work Program item Update of the Park-and-Ride Plan (see page 312) will update the referenced plan from 2010 and evaluate site selection criteria for park-and-ride facilities across the region. This document will remain consistent with principles expressed in <i>Thrive MSP 2040</i>. While updating this plan, Metropolitan Council staff will explore the feasibility of using a wide variety of factors to inform park-and-ride site selection criteria.</p>	
7	6	Transit	<p>The community was uninformed about the alignment of the Bottineau project.</p>	<p>Planning for the Bottineau Transitway Project goes back to 2008 when the Hennepin County Regional Railroad Authority initiated the Alternatives Analysis to investigate transit improvement alternatives along the Bottineau Transitway. Early in this process, the project team established a framework for stakeholder outreach that engaged nearly 1,000 stakeholders through public meetings, open houses, stakeholder presentations, email, website visits and phone calls. As the project entered the Environmental Impact Statement phase, the county developed a public involvement plan to clarify goals for public outreach. The county continued the advisory committees initiated during the Alternatives Analysis study, supported other community organizations in their efforts to facilitate discussion about the project and conducted formal public comment opportunities. They employed a variety of electronic and traditional or printed communications methods, including newsletters, posters and flyers as well as updates to the <a href="http://www.bottineautransitway.org">www.bottineautransitway.org</a> website. Public libraries, community centers and churches along the corridor received the printed materials. Cities within the Bottineau Transitway Project boundaries provided links to</p>	

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				<p>the project website and updates on project development and upcoming meetings. The county created an email list to provide information about open houses and other project events in 2011 and 2012 to about 200 media contacts, including specific media in the project area, neighborhood association websites and neighborhood webmail lists. Hennepin County produced a video simulation of the route which was posted on the transitway website with a written description and other graphics. Local media have covered the project for several years.</p> <p>For a summary of Hennepin County outreach efforts and a link to the Bottineau LRT Draft Environmental Impact Statement (DEIS) outreach chapter, see: <a href="http://www.metrocouncil.org/Transportation/Projects/Current-Projects/METRO-Blue-Line-Extension/Publications-And-Resources/Environmental/DEIS/BLLRT_DEIS_Ch09_ConsultationAndCoordination.aspx">http://www.metrocouncil.org/Transportation/Projects/Current-Projects/METRO-Blue-Line-Extension/Publications-And-Resources/Environmental/DEIS/BLLRT_DEIS_Ch09_ConsultationAndCoordination.aspx</a></p> <p>As the project progresses, the Metropolitan Council's project office will continue to engage the public. For more information go to <a href="http://www.BlueLineExt.org">www.BlueLineExt.org</a></p>	
111	6	Transit	<p>Disagree with the notion that transit is passively responding to demographic factors. For example, the rate of auto ownership can be directly influenced by the sophistication and accessibility of a transit system. Recommend acknowledging this influencing factor.</p>	Text edited.	<p><b>Part 2: Transit Investment Direction and Plan</b>  Page 207: "Demographic factors are outside the direct control of transit providers but play a significant role in the design of transit service. <u>While these factors are out of the direct control of transit providers, the impact of transit investment can indirectly influence these factors.</u>"</p>

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116	6	Transit	Carver County requests that some funding under the Current Revenue Scenario should be moved away from transitways and dedicated to bus and support system expansion and that more than one percent annual growth should be allocated to Bus and Support Systems expansion under the Increased Revenue Scenario. The County urges the Council to consider, test, and develop alternative transit delivery systems where transitways are not planned.	The Current Revenue Scenario reflects revenues that will be available under current law and practice. The vast majority of the available funding is dedicated or appropriated under state or federal law to specific uses. Specifically the transitway expansion funding is provided through competitive federal New Starts/Small Starts funding, CTIB funding, and local match which is dedicated to transitway purposes. The Council agrees that additional investment in expanding the bus system is needed. Text in the plan will be changed to reflect that at "least" a 1% increase is needed. The 1% was meant to reflect the work of the Governor's Transportation Finance Advisory Committee. New on-going work being completed by the Council and other regional transit providers to update the Regional Service Improvement Plan (RSIP) will be used for future estimates of needed bus service investment. The updated RSIP is expected in the spring of 2015.	Text and maps will be changed to reflect the need for "at least" a 1% average annual increase in bus expansion.
120	6	Transit	The document needs stronger metrics on the percentage of the region with access to high or moderate frequency transit.	The Council intends to address this through a Work Program item on Performance-Based Planning (see page 315).	
119	6	Transit	Page 43, blue box, 5th bullet should include METRO Red Line.	Comment acknowledged. Edit will be made to the text.	New fifth bullet: market new transit services like the Northstar Line, METRO Green Line, and METRO Red Line
109	6	Transit	P. 273, Paragraph 5 – The other key investment section addresses how some stand-alone bicycle/pedestrian projects might get funding. However, it would be helpful to have policy support to avoid these needs in the first place. If our LRT transit station areas were developed with minimum pedestrian and bicycle access standards, local units of government wouldn't have to come back to the Metropolitan Council asking for funding to fill these gaps.	As new light rail projects are developed, the Met Council follows it's guidelines for bike and pedestrian access to stations as outlined in the Council's Regional Transitway Guidelines in the Station and Support Facilities chapter. The Station and Support Facilities chapter is available online at: <a href="http://www.metrocouncil.org/Transportation/Publications-And-Resources/Regional-Transitway-Guidelines-Chapter-4-Station-a.aspx">http://www.metrocouncil.org/Transportation/Publications-And-Resources/Regional-Transitway-Guidelines-Chapter-4-Station-a.aspx</a>	
1	6	Transit	Condition of bus and train stops is poor. Everyone is anxious to the expand the transit system, but emphasis is lacking on maintaining and improving what we have in place now.	The Council shares your concerns about the need to prioritize maintenance and improvement of the existing system. The region has a lot of bus and train facilities to maintain and there simply aren't enough resources to keep up with the demand for maintenance and upkeep without cutting existing transit service. The Council is advocating for more funding to put into areas through the Increased Revenue Scenario. We will forward your specific concerns onto the appropriate staff at Metro Transit.	
1	6	Transit	Bus stops should have bike racks. Bike racks on buses are frequently full.	The Council will forward this comment onto the appropriate staff at Metro Transit.	



Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
1	6	Transit	Consider adding Northstar stations in Fridley.	This is an operational issue for the Northstar commuter rail. The Council will forward your comment to the appropriate staff at Metro Transit.	
13	6	Transit	A vision from a transit agency should note the need for more north-south and east-west transit capacity in the center, and the time savings from a grade-separated rapid transit system that did not get trapped at traffic lights. These time savings would both benefit current riders and induce more transit riders, and with the positive feedback mechanism between accessibility and development, lead to more intense land development at stations.	The Transportation Policy Plan includes two scenarios for transit that are reasonably possible to achieve with existing revenues or a realistic level of new revenues. While the plan does include investments in arterial bus rapid transit and a vision for investments to improve the transit system in the core of the region, there will always be ways in which the region could invest more in the system with additional revenues. The inclusion of fully grade-separated transit lines has been explored through a number of regional studies and corridor specific studies and was deemed cost prohibitive based on the funding mechanisms available for transit. The Council believes this plan balances the ability to improve the transit system for its core users while ensuring that investments are regionally balanced so that all parts of the region have access to transit.	
25	6	Transit	Transitway Investment Prioritization: - There should, however, be the flexibility for the possibility that an individual transitway study may not select one of the modes listed. - Transitway investments often favor suburban station area potential development areas over serving existing populations and job centers. Transitways that serve the highest numbers of people and jobs should be prioritized.	The Transportation Policy Plan is limited to describing known modes and technologies for the transit system. Other modes can be added to the plan through an amendment as specific corridor recommendations move forward, as described on page 238 of Transit Investment Direction and Plan. The TPP includes a Work Program item on Defining Setting Regional Transitway Priorities that will define specific criteria and weigh the values of different criteria against each other. Comment acknowledged and the commenter is encouraged to participate in the Work Program item.	
31, 65	6	Transit	<b>Fare Structures</b> The fare should reflect the cost of the service. All public entities that provide transit service should be able to implement different fares. For example, the North Star rail line currently charges a fare based on distance. On the other end of the spectrum the \$0.50 downtown fare that is only for Minneapolis and St. Paul. There are several other "down towns" throughout the region that would benefit from local downtown fares. There should be a formal process outside of the Metropolitan Council to set suburban fares.	There are many considerations for establishing the fare for transit service. In general, the Twin Cities is lauded by regions from around the country for the percent of costs recovered by transit fares and our regional approach to a standardized fare system, an important aspect of the transit user experience. The specifics of regional fare policy and any recommended changes should be discussed through the Regional Fare Policy Committee.	
31	6	Transit	A 20 percent goal for procuring private transit services needs to be higher. This goal should be for fixed route services and not include dial-a-ride services in the calculation.	Comment acknowledged. Comment will be forwarded to the appropriate transit operations policy staff.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
31	6	Transit	The Council should follow FTA guidance for the useful life of their vehicles. Do not adjust the useful life of a vehicle during the middle of its useful life.	Comment acknowledged.	
31	6	Transit	Facility Ownership including the use of the facility by "outside" providers is a delicate subject. There should be some type of memorandum of understanding (MOU) in the sharing of facilities, especially in the suburban areas where there is legislation as to who can and cannot operate in specific geographical areas.	The Council addresses this issue through the Facilities Ownership Procedures, adopted in September 2010. Individual facilities are addressed through specific negotiations among multiple stakeholders and, in some cases, may necessitate official agreements for use.	
31	6	Transit	Any update to the Regional Transitway Guidelines should include real and meaningful input from the regional transit providers and the Suburban Transit Association where appropriate.	The Council strongly supports the principle of collaboration adopted in Thrive MSP 2040 and supports inclusion of stakeholders in the work it conducts. The Suburban Transit Association and all transit providers played a valuable role in assisting in the first iteration of the Regional Transitway Guidelines and the Council would expect the same with future updates. The Council is also open to ideas for how to better engage stakeholders in ways that work best for them.	
32, 120	6	Transit	30. Pg. 212: Defines transit market areas. a. Carver County recently partnered with SouthWest Transit to study local service options in Eden Prairie, Chanhassen, Chaska, Carver, Victoria, and Waconia. Study results suggest a market exists to support some local service with fixed route alternatives. Transit market area descriptions in the TPP need to allow room for communities to test innovative methods of meeting identified demand.	Transit Market areas are defined based on factors that have been proven to lead to the greatest success in ridership and effectiveness by route type. The Market areas guide where new services could be most effective, but do not preclude testing new services in other areas where ridership demand can be demonstrated.	
32	6	Transit	31. Pg. 219 states, "The Council will coordinate regional policies and procedures that apply to all transit providers, and will provide for a high-quality, seamless, and coordinated regional transit system while respecting the local autonomy of individual providers." a. Carver County supports respecting the local autonomy of individual providers, and requests the Council to more consistently and clearly apply this policy throughout the TPP document.	Comment acknowledged.	

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32	6	Transit	32. Pg. 223 states, "Suburban local bus service will be expanded in areas where there are coverage gaps or existing frequency or span of service do not meet expected demand. Improvements will focus on expanding suburb-to-suburb service and connections to major transfer points." a. Carver County supports this policy with the expectation that service expansion decisions will be directed by local transit providers. Accordingly, Carver County requests that language be added to recognize the role and authority of local service providers in planning for transit service expansion.	The plan currently acknowledges that service expansion planning is an important component of every transit provider's responsibility. Page 223 states, "To improve short- and medium-range planning efforts and prioritize transit service growth, regional transit providers should prepare a service improvement plan every two years." However, the opportunities to fund service expansion need to be considered across all transit providers and their expansion plans in the region if regional funds are being distributed.	
15	6	Transit	Transit and water recharge/supply are not related.	One of the principles of Thrive MSP 2040 is integration, which includes of the integration of system planning. The Council believes that transit, development, and water supply planning are related due to the level of development that may occur as transitways are implemented. The details of this measure will be discussed in a Work Program item on Setting Regional Transitway Priorities and more input will be gathered during that progress.	
15, 51	6	Transit	Propose that Minnesota's transportation policymakers: 1. Be charged with reinventing public transit for this century. 2. Collaborate with other cities and the federal government to develop standards and build a cost-effective public transit system as good or better than automobiles. 3. Test and deploy this system on a significant scale in The Twin Cities within the next decade, and substantially cover Minneapolis, Saint Paul and the first ring suburbs within 25 years.	Comment acknowledged. The Transportation Policy Plan contains an Increased Revenue Scenario for transit that if funded, will provide significant improvements to the metropolitan area bus and transitway system. The system will be implemented and operated in a cost-effective manner and investment decisions will be made considering cost-effectiveness along with other important investment criteria.	
54	6	Transit	Safety is job number one for the Metropolitan Council's Transportation Advisory Board. Red Line modernization and expansion (page 55) needs to mention elevated safe crossing at the 147th Street transit station in downtown Apple Valley.	The future stages of Red Line are being examined through the project's lead agency in planning, Dakota County. The Transportation Policy Plan does not address this level of detail on project-specific implementation.	
54	6	Transit	Transit Service Providers are listed at page 74. Minnesota Valley Transit Authority has a long history and proven service. The opening paragraph should say: "The Council works with and supports (emphasis added) each provider to ensure the system is integrated and cohesive in addressing the regions' needs".	Edited to reflect comment.	<b>Part 2: Existing Transportation System</b> Page74: "...the Council works with and supports each provider to ensure the transit system is integrated and cohesive in addressing the region's needs."

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59	6	Transit	The STA has concerns that the Plan is heavily invested in transitways at the expense of the base bus system, especially express bus service. The bus system serves a much greater geographic portion of the region and provides the vast majority of the rides in a more efficient and flexible manner. If the proposed Plan limits our opportunity to grow current express service to address household and employment growth, the region as a whole will suffer. Transitways are a critical component of the overall public transport system, but balance and careful planning are necessary along with proper investment in the express bus system.	The Council strongly agrees and supports investment in the bus system. The majority of revenues in the Current Revenue Scenario for transitway expansion are identified under state and federal law specifically for that purpose. The Current Revenue Scenario is based upon historical allocation and use of revenues - it cannot assume a new revenue source for bus expansion that has not historically been available to the region. However, the Increased Revenue Scenario includes a significant expansion of the bus system and the Council supports a balanced approach to transit expansion in this scenario. Transitways will also play an important role in connecting suburban employment centers to frequent, attractive transit service and local bus connections will play an important role in expanding the reach of this system to more communities.	
54, 59	6	Transit	The policy should support facility improvement and expansion for all transit providers in the region.	The Transportation Policy Plan and the Park-and-ride Plan include investments across the region and for all transit providers. There are a number of references to facilities operated by regional transit providers in general descriptions of transit facilities (see pages 227-230). The details of support facility expansion and operation are left up to specific transit providers to determine.	
59, 65	6	Transit	Regardless of financial constraints, the TPP should identify potential investments that are needed in the region. In the event that more resources become available, analysis of the region must be done so that a plan is in place.	The Council supports expanded investment in the transit system, as identified in the Increased Revenue Scenario in the plan. Regional transit providers identify priorities within their own service areas and the Council is developing processes to help guide regional decision-making with information from all providers (e.g. Regional Service Improvement Plan, Park-and-ride Plan). The Council encourages all regional transit providers to develop long-range plans and share them with the rest of the region so that if increased revenues become available the region can prioritize potential investments through the RSIP and other processes.	
59	6	Transit	The TPP discussed many plans, procedures, and strategies to be developed by the Council. In the interest of transparency, the Suburban Transit Providers should be included as partners in developing these strategies and plans.	Comment acknowledged. The Council intends to include all regional transit providers as partners in the development of regional transit policies and procedures.	

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59, 65	6	Transit	Current public transit fares are too high for many of the people we serve, who arrive at our direct service sites in need of bus tokens and other transportation options.	The TPP does not address changes to the transit fare structure. The Council works with a regional fare policy committee to evaluate and recommend transit fares changes. The Council hasn't raised the transit fares in six years but is continually evaluating the structure to balance the need to pay for the transit system and provide an equitable transit system.	
65	6	Transit	p. 91 Stop spacing is an FTA Title VI component. MVTA's Title VI plan is our policy guidance for stop spacing.	Like much of the TPP and Appendix G, this section is intended to give guidance to regional transit providers but implementation is still up to individual providers. Stop spacing guidelines must balance between providing greater access to service with faster travel speeds. More stops spaced closer together reduce walk distances to transit but also increase travel times. In general, the average distance people are willing to walk to access transit services is ¼ mile for local bus service and ½ mile for limited stop bus service and transitway service. Table G-3 shows the recommended stop spacing guidelines that seek to balance between access and speed.	
65	6	Transit	p. 93 Passenger Amenities are identified in MVTA's Title VI plan, and are "right sized" for our service. This is not a "one size fits all" system.	Much of Appendix G is intended to give guidance to regional transit providers and promote a consistent user experience on the transit system. Implementation of the transit system will still be the responsibility of individual providers, while considering the guidelines in Appendix G.	
65	6	Transit	Productivity. The measures in Table G-8 (p. 96) are meaningless. Previous measures used vehicle type which allows a comparison of capacity. The table should be revised to measure Passenger by Trip by Vehicle Type as it is the most accurate cross-system measure.	The goal of changing from vehicle type to route type categories is that the vehicle does not determine route performance – the route does. The majority of the operating cost for transit service relates to the level of service or service hours, not the vehicle type. The productivity measures still reflect different expectations for different route types that serve different purposes within the regional system. Vehicle types can still be adjusted to promote stewardship of capital resources for transit. We invite MVTA staff to have a conversation with Council staff to better understand how these are intended to frame route performance.	
65	6	Transit	MVTA has major concerns about the Subsidy Per Passenger Table (p. 96). The calculations in the 2012 Subsidy report are inconsistent with MVTA's calculations. It is difficult to comment on whether these measures are correct when we have been unable to get clarification on how the calculations were made.	These measures are unchanged from previous TPP. We invite MVTA staff to have a conversation with Council staff to better understand how these are intended to frame route performance.	

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85	6	Transit	As Hampton is not planned to be along one of these high-capacity transit lines (referring to LRT and BRT), we want to ensure that our City's regional transportation needs are still met in regards to funding opportunities and technical support from the Metropolitan Council	Comment acknowledged. The Council will continue to support all communities in the region with technical support through the Council's sector representatives and technical staff in planning. All communities in the region will be eligible for funding opportunities that match the needs and opportunities associated with their community designation.	
85, 108, 110, 123	6	Transit	To reduce the concentrations of poverty, a sustained focus on equity, across jurisdictions, throughout planning and development processes, and during and after transportation funding decisions is essential to a prosperous region that works for everyone. Therefore we support the vision of the 2040 Regional Transportation Policy Plan and commend this sustained effort to advance equity in our region.	Support acknowledged.	
115	6	Transit	We live a couple of blocks off the Blue Line extension, that would go down West Broadway in Brooklyn Park. We would appreciate that line. We are getting older. In years to come it would be a nice way to walk a couple of blocks and get on the light rail to go to the airport, Mall of America, St. Paul or the western suburbs.	Support acknowledged.	
125	6	Transit	Appreciate the emphasis to fund transit shown in the TPP and the acknowledgement of the TH169 corridor as a potential transitway.	Support acknowledged.	
59	6	Transit	In many cases, more efficiency is found by connecting to existing services rather than duplicating routes. While connections are counted in the Regional Significance section, transfers are not recognized, which unfairly results in a deduction in the Equity measure.	This comment relates specifically to the Regional Solicitation and not to the Transportation Policy Plan. It has been forwarded to relevant Council staff. The Regional Solicitation was approved by TAB and the Council in September 2014 and was released on October 13, 2014. Each solicitation is evaluated after completion to identify needed changes. This solicitation will be evaluated after its completion in the same manner as previous processes. If the process is falling short of the desired outcome, revision and adjustment will be appropriate.	

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65, 73	6	Transit	The RSIP in its current form was not written or intended as a funding document. The TPP clearly changes the original purpose of the RSIP. The RSIP must be redesigned, not updated. The process must include representation from every regional transit provider. The plan must include an amendment and an appeal process.	The current 2030 TPP and draft 2040 TPP call for a Regional Service Improvement Plan (RSIP) which uses a common set of important investment criteria and measures to compare potential transit service improvements. The intent of the RSIP is to provide policymakers with technical analysis to assist in investment decision-making, along with other policy considerations such as providing a regional balance of investments, if shared funding becomes available for service expansion. The RSIP is a technical analysis tool not a funding allocation document. The TPP calls for all regional transit providers to contribute new service needs and ideas for evaluation. The committee charged with development of the 2012 RSIP process and evaluation criteria did include representation from all regional transit providers. The current RSIP is available at: <a href="http://www.metrocouncil.org/METC/files/68/68d373e3-d886-4f86-afd9-37fcad57cc39.pdf">http://www.metrocouncil.org/METC/files/68/68d373e3-d886-4f86-afd9-37fcad57cc39.pdf</a> The TPP calls for the RSIP to be updated every two years and a working group, comprised of staff from all transit providers, held its first meeting to update the RSIP in early October 2014, and anticipates an update to be completed in 2015. The RSIP evaluation of potential expansion services does not limit the ability of any individual transit service provider to make changes and adjustments within its own service and budget.	
118	6	Transit	The TPP should explain who participates in the development of the RSIP, criteria for prioritization, and how that process will be updated over the next two years to include all stakeholders.	The Regional Service Improvement Plan is an assembly of route expansion projects from all transit providers in the region. Each transit provider produces their own Service Improvement Plan for their system with their own engagement and outreach processes. The RSIP is a Council-led process to gather these plans into one document and evaluate their potential. The TPP sets the overall framework for the need for an RSIP. The specific process and procedure to produce the document is described in more detail in the RSIP and support Council procedures. More information is available here: <a href="http://metrocouncil.org/Transportation/Publications-And-Resources/2012-2016-Regional-Service-Improvement-Plan-(RSIP).aspx">http://metrocouncil.org/Transportation/Publications-And-Resources/2012-2016-Regional-Service-Improvement-Plan-(RSIP).aspx</a>	
29	7	ADA	Appreciates accessibility on LRT; hopes to work with the Council on accessibility in the future	Comment acknowledged.	

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41	7	ADA	It seems that little mention is given to mobility concerns of variety of wheelchair users (non-motorized and motorized) to skateboarders, snowmobilers, golf cart users, and other unusual but occasional examples of people getting around the best way they can.	Wheelchair users are considered in Strategies C-1, C-2, C-13, C-16, C-17, E-3, and F-6 in part 2 of the draft TPP. Other uses mentioned are recreational vehicles that are not typically or widely used for transportation purposes in the metro.	
76	7	ADA	The TPP is headed in the right direction but for those on foot or in a wheelchair it does not go far enough in setting goals and suggesting strategies to ensure that people of all ages and levels of mobility can safely and comfortably get to their desired destinations. Lack paucity of walkability goals and strategies in the TPP sends an unfortunate message that the Metropolitan Council does not put a high priority on safety and mobility for people who get around by walking and rolling, whether by choice or because they have no other option.	Please see response to comment 229 for list of Strategies that considered wheelchair users. Text will be amended to emphasize the need to focus on "users of all ages and levels of mobility" in appropriate strategies and modal sections within the Plan.	Inserted "users of all ages and levels of mobility" to various plan strategies and modal sections.
119	7	ADA	We question the merit of exceeding ADA requirements with exceptionally scarce transportation funds.	The phrase "or exceed" will be deleted from the discussion under strategy C17.	The phrase "or exceed" will be deleted from the discussion under strategy C17.
12	7	Bicycles	I have been pleased to see a much improved emphasis on walking and cycling as modes of transportation.	Comment acknowledged.	
15	7	Bicycles	RE: Bike/Ped Investment direction: - This plan seems to be core-city focused.  - The plan lacks acknowledgement that local agencies often build trails that function as regional trails (along state and county highways for example) without necessary resources for snow/ ice control or long term maintenance.  - The plan suggests dedicated lanes be provided on certain local roadways for all types of bicyclists (on-road, trail). The apparent suggestion that these lanes should be provided by local agencies without any designated funding sources is not a complete solution.	The development of the Regional Bicycle Transportation Network considered regional destinations outside the core cities and included input and representation from suburban city and county staff via the Regional Bicycle System Study Project Advisory Committee.  Regional trails are identified by the Council in its Regional Parks Policy Plan and are planned, constructed, and maintained by the ten implementing parks agencies around the metro. Maintenance and preservation of local trails are the responsibility of cities, or sometimes counties. The general lack of funding for construction and maintenance of bicycle infrastructure is discussed on pages 271-272 in the draft TPP. Dedicated bicycle lanes may be provided as one possible facility treatment for a designated alignment on the RBTN. Bike lanes are relatively inexpensive compared to other treatment types and are typically planned, funded, and implemented through a roadway improvement project such as a "mill and overlay" or reconstruction.	
17	7	Bicycles	Support the Met Council's decision to identify regional priorities for a bicycle network. In certain corridors of the core cities, cycling already makes up a significant portion of the trip mode share, and should be supported financially as auto and transit modes are supported.	Support acknowledged.	No changes needed.



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25	7	Bicycles	The City of Saint Paul is also very interested in improving the multi-modal access to regional parks and trails alike. Many of these regional resources in Saint Paul are poorly connected to the transit system, the sidewalk grid and to on-street bicycle facilities. The Metropolitan Council should invest in increasing access to regional parks and trails for all residents of the region.	The Regional Bicycle Transportation Network, as proposed in the Draft TPP, was identified with highly-visited Regional Parks as one subset of the regional destinations to which the network will provide access via off-road trails and/or on-street bikeways. Both Regional Parks in St Paul were included in this "highly-visited" group and both are showing Tier 1 (highest priority) connections to provide access on the RBTN map. The regional trail system is intended to help provide multimodal access to and between regional parks and trails. There are a number of proposed regional trail corridors in Saint Paul, as part of the city's Grand Round, that will make these linkages. The Metropolitan Council provides funding for acquisition and development of regional trails through the Regional Parks Capital Improvement Program (CIP) and the Parks and Trails Legacy Fund. Once a regional park implementing agency has identified the alignment of their regional trails through a master planning process and the master plans are approved by the Metropolitan Council, the trail projects are eligible for regional parks funding. The implementing agencies prioritize how their allocations of the CIP funds are spent. The Council then works with the implementing agency to use available resources effectively to increase access to regional parks and trails.	No changes needed.
25	7	Bicycles	Barriers to bicycle planning are essential considerations, and while rivers, freeways and rail corridors are addressed, arterial roadways often pose significant challenges to cross and should be considered barriers as well.	The Council agrees that multi-lane roadways often constitute barriers to bicycle and pedestrian travel as documented on page 267 of the bike/ped investment section of the draft TPP. Will add the word "arterial" in the descriptive text.	On page 267 of the draft TPP, make the following change: "Physical barriers to biking can be natural or man-made and include major rail corridors, rivers and streams, freeways or multi-lane arterial roadways."

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27, 97, 101	7	Bicycles	The TPP should highlight the importance of advancing both transportation and recreational bicycle trails.	<p>The Regional Bicycle Transportation Network proposed in the draft 2040 Transportation Policy Plan was developed from a Regional Bicycle System Study that defined a two-tiered network for planning and implementation. Tier 1 (high priority) corridors show where bicycle travel was greatest, population and job densities were highest and there are the greatest opportunities to connect regional job concentrations and activity centers with population centers and the regional transit system. The Tier I network coverage area generally aligns with the Metropolitan Urban Service Area. Those regional trails that provide direct connections to and between regional destinations were included in Tier I.</p> <p>The draft plan will be modified to include a clearer description of how the Regional Bicycle Transportation Network and regional trails will complement each other to provide for regional transportation and recreational opportunities, including local trail and bikeway networks. Available federal, regional and local funding sources for on- and off-road bicycle facilities as planned in the transportation plan TPP and the Regional Parks Policy Plan are described in the bicycle and pedestrian section of the TPP, as well as the region's need for additional funding.</p>	<p>Modify Figure G1 in the draft plan (p. 265) to improve clarity and update to include all planned regional trails that have Council-adopted Master Plans.</p> <p>Amend text starting on page 264 of Bicycle/Pedestrian section as follows:  Relationship to the Regional <del>Bicycle Transportation Network</del>-Trails System  Regional trail corridors are designated by the Council in its Regional Parks Policy Plan (RPPP). The specific alignment of a regional trail is determined by the regional park implementing agency during the development of a master plan, which must be consistent with the RPPP in order to be approved by the Council. The RPPP requires that regional trails provide connections between components of the Regional Parks System and notes that they are primarily multi-use recreation trails, although many trails also serve bicycle transportation functions. Recreational bicycling, although not the focus of this Transportation Policy Plan, is significant to the region in that it represents an important entry point for many cyclists to become familiar with the regional system and because ultimately, many recreational cyclists will become users of the system for commuting and other transportation purposes.</p> <p>The role of regional trails in connecting to and between regional destinations, as identified in the Regional Bicycle System Study, was assessed and as a result, many regional trails were identified as important components of the RBTN. (See also "Development of a Regional Bicycle Transportation Network" for more detailed discussion of study methodology. <i>insert link to head of preceding section.</i>) It should be noted that there are regional trails outside of those that were included in the RBTN, which may serve some transportation function at a more local level, just as there are many trails and on-street bikeways</p>

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					<p>identified on the RBTN that will also serve recreation needs, particularly in the urban and suburban parts of the region. In practice, the RBTN, the regional trail system, and all local trail and bikeway networks will complement one another to serve the overall bicycle transportation and recreation needs of the region.</p> <p>The <del>proposed RBTN bicycle network</del> corridors shown in Figure G-1 are intended to serve as the “backbone” arterial system for biking in the region. The Existing and Planned Regional Trails System is highlighted to depict its relationship to the Regional Bicycle Transportation Network-RBTN corridors and also to highlight the overlap between bicycle recreation and bicycle transportation networks. Cities and counties are encouraged to plan and implement local bicycle facilities that connect their local bikeway networks to the <del>regional network</del>-RBTN.</p>
32	7	Bicycles	7. Pg. 82 indicates the Council’s reliance on Cyclopath as a key data source for bicycle network planning. Carver County contends that since this tool depends on user awareness and implementation for data collection, the representativeness of the regional cycling habits as a whole of the data collected by this tool is not clear.	Cyclopath data were extracted from a 2012 data base for use in conducting the Regional Bicycle System Study and in developing the Regional Bicycle Transportation Network as proposed in this plan. The project team found the data to be useful in emulating bicycle trip demand in specific corridors throughout the metro. The data are from bicycle user route requests and do not represent actual trips taken, but they were judged by the team to be a fair proxy of actual trips for planning purposes. The statistical relevance of the data is unknown. In the future Cyclopath will be used mainly for exporting its existing bikeways network facility attributes data to the Cycloplan database from which Council staff will work with local planners/engineers to verify and update local network data to a regional system inventory. For this purpose a regionally representative sample of users is not required.	
25	7	Bicycle	<p>Re: G. Bicycle and Pedestrian Investment Direction and Plan:</p> <p>This section should also include strategies to build new development in areas where car ownership is very low, by analyzing where auto ownership is not linked to income and to focus development in these areas. There should be investment</p>	Land Use Policies in Thrive MSP 2040 do encourage cities to “identify areas for redevelopment, particularly areas that are well-served by transportation options and nearby amenities and that contribute to better proximity between jobs and housing” ( <i>Thrive MSP 2040</i> , p.139). As cities engage in their comprehensive plan updates, Council staff encourages the	

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			in areas where people do not need cars.	approach suggested by the commenter. This comment has also been forwarded to Housing Policy Plan staff for their consideration. Staff will amend text under Strategy F6 where this discussion of development and its relationship to bikes and pedestrians is covered in the Plan.	
32	7	Bicycles	21. Pg. 146-147: Carver County requests that the Council balance this section on Bike & Ped. Planning by defining its role and authority in addition to providing directives to local agencies.	The Council's role in transportation planning under both state and federal law is referenced in Part One, section H. Federal regulations say one of the factors Metropolitan planning must address is to "Enhance the integration and connectivity of the transportation system, <i>across and between modes.</i> " (italics added)	
32	7	Bicycles	36. Pg. 263-265: Acknowledges a link between the Regional Bicycle Transportation Network (RBTN) and the Regional Trails System. a. Given that the RBTN is a new concept, Carver County requests that the Council more explicitly and clearly explain the goals for the RBTN in addition to how the RBTN and Regional Trails System work together or compete with each other for implementation. The County requests the Council to answer the following questions: i. What is the implication of a regional trail being identified on the RBTN as compared to only the regional trail system? ii. What is the minimum standard for trails and other routes identified on the RBTN? iii. If a corridor identified on the RBTN already exists, what level of investment should it expect to receive moving forward? iv. What is the Council's strategy for investing in the RBTN?	i. All regional trails that serve transportation purposes are eligible for regionally-allocated federal transportation funds that are administered by the Transportation Advisory Board. Regional trails that are identified on the RBTN will receive prioritization points corresponding to Tier 1 (highest priority) and Tier 2 (secondary priority) designations in the RBTN through the Regional Solicitation process. ii. The Transportation Policy Plan provides policies, guidelines, and references to best practices in developing on and off-road bicycle facilities. A range of potential facility treatments for on-street regional bikeways is provided in the Bicycle Pedestrian Investment Direction section. The lowest level of bicycle facility that would meet regional function is wide paved shoulders. Design standards can be found in the guides referenced on page 269 of the draft TPP. iii. In general, existing facility reconstruction projects are eligible for regionally-allocated federal funds if they are replacing a facility at the end of its useful life or include improvements to meet ADA requirements, or safety or other deficiencies. Resurfacing of a facility is eligible only if other improvements to remove a facility deficiency are included in the proposed project. Actual award of regional funds to a project are determined by the Transportation Advisory Board through the Regional Solicitation process. iv. There is no dedicated funding for bicycle system improvements for the region and current state and regionally-allocated federal funds, along with local funds, will continue to be the base funds for the system until additional funding sources are legislated.	

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32	7	Bicycles	37. Pg. 272: Describes the investment direction for Tier 1 and Tier 2 Regional Bicycle Transportation Corridors. a. Carver County requests the Council to clarify the implications for tier 1 versus tier 2 implementation. For example, how will efforts to improve an existing tier 1 route compete against efforts to build a non-existing tier 2 route?	Projects that are on an RBTN Tier 1 corridor alignment will have priority over projects that are on Tier 2 corridor alignments. Existing facilities on a Tier 1 or Tier 2 route will only be eligible for funding if they are replacing a facility at the end of its useful life or include improvements to meet ADA requirements, or safety or other deficiencies (for reconstruction), OR if resurfacing an existing facility, only if other improvements to remove a facility deficiency are included in the proposed project.	
36, 39, 42, 43, 45, 46, 77, 84	7	Bicycles	Against the proposal to pave the River Bottoms Trail. Bloomington already has a paved trail at Hyland Park Reserve only a few miles away.	The proposed Regional Bicycle Transportation Network corridor through the area is not necessarily intended to be in the river bottom and may be implemented as an alignment above the MN River bluff; final alignment of a trail or on-street facility through this area is to be determined by the City of Bloomington. A paved state trail along the Minnesota River is fully funded through state legislative appropriation and will be implemented by the State Department of Natural Resources. The new paved trail will not remove the natural trail; it will complement the area and serve additional users that prefer a paved facility. Additionally, the planned paved trail will connect two existing trails on the western and eastern ends.	
45	7	Bicycles	It is nice to see the bike portion of the plan includes an emphasis on creating a bike network with connectivity to many destinations. Let's hope some of that will come to pass.	Support acknowledged.	No changes needed.

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
53, 56, 62, 68, 95, 98	7	Bicycles	RBTN routes should not go through regional parks, unless a transportation facility such as RR corridor already goes through the park.	<p>The Metropolitan Council reviews park master plans to ensure that they conform to the Regional Parks Policy Plan. Trails within the Regional Parks System are intended to be for multiple users, including bicyclists, pedestrians and in-line skaters. The 2030 RPPP provides the following strategies that guide planning for the Regional Parks System:</p> <ul style="list-style-type: none"> <li>· Bicycle and pedestrian access and trails must be part of the Regional Parks System.</li> <li>· New trails, or trail segments, that serve a regional audience are a significant priority for the Regional Parks System.</li> <li>· Activities in regional parks must be tied to the natural resources of the parks but not impact them negatively.</li> </ul> <p>Paved, multi-use, recreational trails have been widely and successfully implemented in regional parks throughout the metropolitan area, while still maintaining the quality and integrity of natural resources within the parks.</p> <p>Related to trails and bikeways near regional parks is the proposed Regional Bicycle Transportation Network. The purpose of the RBTN is to establish a regional “backbone” arterial network of on-road bikeways and off-road trails (some of which are also regional trails) to serve the region’s bicycle transportation needs to and between major regional destinations. Most of the proposed RBTN corridors run adjacent to rather than through the Regional Parks, except for some already existing trails that run through parks and also serve a regional transportation function.</p>	
60	7	Bicycles	Designate all regional trails as both transportation and recreation facilities.	<p>The importance of the regional trails system in its role in serving transportation by bicycle and walking is acknowledged in the draft TPP (p.260). Text will be added to the Bicycle-Pedestrian Investment section to highlight the significance of recreational bicycling to the region.</p>	<p>Modify Figure G1 in the draft plan (p. 265) to improve clarity and update to include all planned regional trails that have Council-adopted Master Plans.</p> <p>Amend text starting on page 264 of Bicycle/Pedestrian section as follows:</p> <p>Relationship to the Regional <del>Bicycle Transportation Network</del>-Trails System Regional trail corridors are designated by the Council in its Regional Parks Policy Plan (RPPP). The specific alignment of a regional trail is determined by the regional park implementing agency during the development of a master plan, which must be consistent with the RPPP in order to be approved by the Council. The RPPP requires</p>

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
					<p>that regional trails provide connections between components of the Regional Parks System and notes that they are primarily multi-use recreation trails, although many trails also serve bicycle transportation functions. Recreational bicycling, although not the focus of this Transportation Policy Plan, is significant to the region in that it represents an important entry point for many cyclists to become familiar with the regional system and because ultimately, many recreational cyclists will become users of the system for commuting and other transportation purposes.</p> <p>The role of regional trails in connecting to and between regional destinations, as identified in the Regional Bicycle System Study, was assessed and as a result, many regional trails were identified as important components of the RBTN. (See also "Development of a Regional Bicycle Transportation Network" for more detailed discussion of study methodology. <i>insert link to head of preceding section.</i>) It should be noted that there are regional trails outside of those that were included in the RBTN, which may serve some transportation function at a more local level, just as there are many trails and on-street bikeways identified on the RBTN that will also serve recreation needs, particularly in the urban and suburban parts of the region. In practice, the RBTN, the regional trail system, and all local trail and bikeway networks will complement one another to serve the overall bicycle transportation and recreation needs of the region.</p> <p>The proposed RBTN bicycle network corridors shown in Figure G-1 are intended to serve as the "backbone" arterial system for biking in the region. The Existing and Planned Regional Trails System is highlighted to depict its relationship to the Regional Bicycle Transportation Network RBTN corridors and also to highlight the overlap between bicycle</p>

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
					recreation and bicycle transportation networks. Cities and counties are encouraged to plan and implement local bicycle facilities that connect their local bikeway networks to the <del>regional network</del> RBTN.
60	7	Bicycles	Include all of the existing and planned regional trail system as part of the Regional Bicycle Transportation Network.	Considering the present scarcity of funding for bicycle transportation at all levels, it is important that the Regional Bicycle Transportation Network (RBTN) is established to identify the region's priorities for planning and investment of off-road trails and on-street bikeways that best serve transportation to regional destinations. Those regional trails that were determined to serve regional bicycle transportation were included on the RBTN. Regional Bicycle Transportation Network corridors were identified through the Regional Bicycle System Study where bicycle travel was high, population and job densities were high, and where there were opportunities to connect regional job concentrations and activity centers with population centers and the regional transit system.	
25	7	Bicycle	Re: G. Bicycle and Pedestrian Investment Direction and Plan:  While the City of Saint Paul appreciates the recognition that local communities are often in the best position to do pedestrian-level planning, the Metropolitan Council should do more to support these planning efforts and provide resources for the development of walkable urban areas.	Met Council provides resources for the development of walkable urban areas thru our Livable Communities grants program. Pedestrian improvement projects may also apply for regionally-allocated federal transportation funds via the biennial Regional Solicitation.	
60	7	Bicycles	Development of a long term funding plan to plan, implement, operate, and maintain the Regional Bicycle Transportation Network should be explored.	The bicycle/pedestrian section of this plan acknowledges the current shortfall in funding needed to accomplish the vision of the proposed Regional Bicycle Transportation Network and documents the current funding available from federal, state, and local sources on pp. 270-272 in the draft TPP. The TPP section also notes that "any new state transportation funding package should include additional funding for bicycle and pedestrian infrastructure, with priority for implementing the Regional Bicycle Transportation Network..." How any new revenue for the RBTN is allocated and distributed will be determined via state legislative or Congressional action when a new or expanded source of funding for bicycle infrastructure is passed into law.	



Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
67	7	Bicycles	Support of the Pedestrian and Bicycle Investment Direction as proposed. As a daily user of non-motorized transportation and recreation, I agree that we need to see more attention to pedestrian and bicycle infrastructure and access, with a focus on major transit corridors, concentrated areas of poverty, access to schools, and access for seniors.	None needed.	
72	7	Bicycles	Funding should be outlined in the final TPP to create measureable outcomes to expand walking and bicycling in the region.	There is currently no dedicated source of funding for walking and biking modes; the only regional funds available for bike/pedestrian modes are distributed in this region through the regional solicitation that is administered by the Transportation Advisory Board every 2 years. Decisions about project funding and modal allocations are made through the regional solicitation process rather than in the TPP and local funds which make up the bulk of funding for biking and walking are also not allocated in the TPP. The TPP includes a work plan item (see Part 3, Federal Work Program) to further develop and refine data for performance measures which will include those for walking and biking. A safety planning work item will also include data collection relevant to biking/walking.	
74	7	Bicycles	Funding of protected bike lanes should be a priority.	"Protected bicycle lanes or cycle tracks" is a bicycle facility treatment option that provides "protection" for bicyclists from moving traffic and is described as meeting regional function for the Regional Bicycle Transportation Network on pp. 269-270 in the draft TPP. This treatment type is suggested as a possible solution in densely developed urban settings. Many of the RBTN corridors in the urban core are designated as Tier 1 corridors which are given the highest priority for regional funding and planning purposes.	
75	7	Bicycles	Installation of a regional trail along the north side of the Minnesota River connecting the Southwest Metro area.	Regional trail alignments are identified and constructed by regional park implementing agencies such as the Three Rivers Parks District for suburban Hennepin County. The Met Council develops the long range Regional Parks Policy Plan which identifies the existing and planned Regional Trails network. A regional trail search corridor in the vicinity of County Road 61 in Chanhassen/Eden Prairie is proposed in the draft 2040 Regional Parks Policy Plan. This regional trail search corridor is proposed to make connections to existing and proposed regional trails through Chanhassen, Chaska and Carver.	
19, 51	7	Bicycles	We measure what we value. Therefore, we would like to see the final TPP spell out the necessary funding so data can be collected on bicycling and walking in our region.	The work program chapter contains studies on performance based planning including performance measure refinement and data collection over the next four years.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
90	7	Bicycles	In the 2012 Healthy Planning report MDH encouraged the Metropolitan Council to provide a stronger emphasis on pedestrian and bicycle safety in future 2030 TPP updates, and the report specifically stated that "Incorporating design standards, such as traffic calming techniques and designated bike routes, in the policy documents would support planning for pedestrian and bicycle safety and improve health outcomes." The Bicycle and Pedestrian Investment Direction chapter addresses safety and infrastructure investments to encourage bicycling and walking, meeting the needs identified in MDH's 2012 report.	Comment acknowledged.	
99	7	Bicycles	The proposed Regional Bicycle Transportation Network is consistent with Burnsville and Dakota County plans. We believe the process for identifying and determining this network has been collaborative.	Support acknowledged.	
108, 110, 123	7	Bicycles	The City asks the Metropolitan Council's role in assisting municipalities in obtaining resources to focus on bicycle/pedestrian infrastructure and programs.	The Council's role is to provide technical planning assistance to assist local communities in transportation planning. This may include providing maps and/or GIS data files specific to the local community. In the case of implementing the Regional Bicycle Transportation Network this will entail coordinating with local planning staffs on adjusting bicycle corridors and/or identifying specific alignments through the community for regional bikeways within the broader corridors. Communities looking for financial resources for bicycle and pedestrian infrastructure projects may apply for federal funding through the Regional Solicitation.	
109	7	Bicycles	We support the addition of regional bicycle route planning and prioritization, and the further integration of pedestrian facilities into transportation projects. The City encourages the continued build out of this system, and support for improvements that will demonstrably shift trips from motorized to non-motorized travel.	Support acknowledged.	
111	7	Bicycles	We recommend the plan advance the messaging of the significance that the bicycle and pedestrian infrastructure has within our region.	The plan emphasizes the regional significance of bicycle and pedestrian infrastructure in multiple sections. Comment acknowledged.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
111	7	Bicycles	We understand that bicyclists and pedestrians are treated separately in this document for emphasis purposes. However, in reality they should be integrated with roadway and transit improvements. Also, we recommend removing all uses of the words alternative, amenity, accommodate, or where appropriate when used in conjunction with bike/ped facilities.	As staff and partnering agencies were developing the draft TPP, the concept of multimodalism was emphasized throughout. As a result, discussion of the non-motorized modes were often included in the modal sections and modal discussions where there was a strong relationship with, and potential impact on, walking and bicycling. To that end, the Highway, Transit, and Land Use & Local Planning sections all have incorporated concepts relating to bike and pedestrian planning. This was also evident in the strategies that were developed to influence planning & investment over several modes. With respect to walking & biking, these included the following multi-modal Strategies: A1, A2, B1, B4, B6, C1, C2, C4, C16, D3, E3, E5, F2, and F6. There were valid reasons to use the specific referenced words in certain contexts, but the the bike/ped section will be reviewed to determine locations where these words might be edited.	Specific word edits in various locations within the bike/ped investment section.
111	7	Bicycles	Yes, the trips on average are shorter, but the median trip distance for driving is relatively short too. Regional investments in biking and walking to support middle-distance trips will relieve the regional highway system of that needless burden.	The Regional Bicycle Transportation Network to be established in this Plan was developed to help facilitate mid-to-long distance bicycle trips for transportation. The main point that should be made in the referenced section is that the regional bicycle and pedestrian system consists of regional trails and local networks of off-road trails, on-street bikeways, and sidewalks for which local agencies have primary responsibility for planning, development, and maintenance. The regional roles are to plan for the RBTN to ensure continuity and connectivity between cities (or counties), and to assist in coordinated planning to determine solutions to regional barriers to biking and walking. Staff will revise text accordingly.	Add the following to 2nd para. on p. 79 and also to last para. on p. 260 of draft TPP: <u>"In fact, more than half of the region's trips by bicycle (roughly 55% according to the Council's 2010 TBI) are greater than three miles in length. The Council and its transportation partners will plan for these longer bicycle trips in order to maximize the potential impact of choosing bicycling over driving alone for transportation."</u> Amend para. 3 on p. 79 as follows: <u>"With the exception of state trails in the metro area, the regional bicycle and pedestrian system is made up of regional trails (as designated in the Council's Regional Parks Policy Plan) and local networks of off-road trails, on-street bikeways, and sidewalks for which local agencies have primary responsibility for planning, development, and maintenance. Due to typically short distances of walking trips in particular, development of pedestrian facilities. Because of these relatively short trip lengths, developing facilities for these modes is most effectively addressed at the local rather than regional level.</u> Revise 2nd bullet on p. 79 as follows: <u>assist in coordinated planning to seek to find determine solutions to for regional barriers to biking and walking.</u>

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
111	7	Bicycles	A stronger emphasis on the regional trail system as a transportation network is needed in this chapter. Yes the current primary purpose is recreational, but selling this network as a viable transportation option is crucial to modal shift and encouraging potential users that the trail system can be used for their utilitarian transportation needs.	The bike-ped section text describing the relationship between the RBTN and the regional trails system will be amended to reflect how the two overlapping systems work together to support regional recreation and transportation needs. See also response to comment #113.	See changes in response to comment #113.
111	7	Bicycles	"C15. Regional transportation partners should focus investments on completing Priority Regional Bicycle Transportation Corridors..." This statement should include bicycle connections to transit since the FTA looks at a 3 mile radius around stations, and we are all wanting to advance a person's ability to complete an intermodal trip without a vehicle.	The proposed Regional Bicycle Transportation Network was developed with a heavy emphasis on connecting to regional transitways, transit stations and bus transit centers. Local connections to the transit system are also very important and are emphasized in the Transit and Land Use and Community Planning sections of the plan. To further emphasize this point, staff will add "Bicycle Connections to Transit" as a funding prioritization factor in the Bicycle and Pedestrian Investment Direction section which is a more appropriate location than Strategy C-15.	Add the following to page 274 of the draft TPP, bike and ped investment direction section: <b>"Bicycle Connections to Transit.</b> Regional evaluation criteria should favor local bicycle projects that connect to an existing or planned regional transitway or a bus transit stop or station location. These potential connections should be emphasized in the project development process in order that local opportunities to facilitate multimodal trips via bicycles and transit can be maximized."
115	7	Bicycles	We think there should be trails put along all the major county roads and city streets where they have areas to access light rail.	Council staff agree that off-road trails and on-street bikeways should be planned to connect to our regional transitways. The Regional Bicycle Transportation Network, as proposed in the draft plan, was developed with a heavy emphasis on connecting to regional transitways, transit stations and bus transit centers.	
120	7	Bicycles	We applaud the statement on page 272 that "any new state transportation funding package should include additional funding for bicycle and pedestrian infrastructure..."	Support acknowledged.	
120	7	Bicycles	Pg 80 – Only Minneapolis (not the TC region as stated in the draft TPP) has a well-developed system of on-street bicycle facilities.	MC staff will edit text for clarity.	Revise p. 80 of draft to read: "With regard to bicycling, the Twin Cities region is fortunate to have a well-developed system of on-street bicycle facilities <u>in the core cities</u> as well as a <u>widespread network of off-road trails through many parts of the region.</u> "

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
119	7	Bicycles	Local units of government should not need to include programs for educating motorists, transit users, pedestrians, and bicyclists to increase awareness and respect for the rights and responsibilities of all types of travelers. It should be removed from the document.	The sixth bullet of Strategy F7 referencing programs for educating motorists, transit users, pedestrians, and bicyclists as a comprehensive plan element will be removed. Although education efforts are important, they are not normally an element of a comprehensive plan document.	F7. Local governments should include bicycle and pedestrian elements in local comprehensive plans. Pedestrian and bicycle elements of local comprehensive plans should: <ul style="list-style-type: none"> <li>· Promote safety of pedestrians and bicyclists</li> <li>· Provide connections to adjacent cities and counties and their pedestrian and bicycle systems</li> <li>· Address gaps and remove barriers in the existing local, county or regional systems</li> <li>· Provide local connections between the Regional Bicycle Transportation Network and major regional destinations, including regional job concentrations, as identified in the Bicycle-Pedestrian Investment Direction</li> <li>· Provide pedestrian and bicycle facilities within regional job concentrations, including commercial, retail, entertainment, and recreation centers</li> <li>· <del>Include programs for educating motorists, transit users, pedestrians, and bicyclists to increase awareness of and respect for the rights and responsibilities of all types of travelers</del></li> </ul>
122	7	Bicycles	Pages 268-269: The discussion of placing regional bicycle network alignments on highways primarily focuses on instances when providing a bicycle facility is at odds with other modal needs. Though MnDOT recognizes that there are challenges in developing bikeways along constrained highway corridors, we have many successful examples of building bikeways along highways in the region including on minor arterials. The discussion of locating bikeways along highways in the TPP should provide a balanced discussion about opportunities, trade-offs, and coordination among transportation entities when identifying highway corridors appropriate for regional bikeways. The discussion should also emphasize the provision of safe and comfortable bicycle facilities for the roadway context, recognizing that highways in the region have a wide range of characteristics (traffic volumes, speeds, development context).	Staff agrees that the discussion in this section should emphasize the provision of safe and comfortable bicycle facilities within the roadway context and that examining the potential opportunities and trade-offs of implementing bicycle facilities along highways and coordinating planning among transportation entities are essential steps for identifying highway corridors appropriate for regional bikeways. Text within the Bicycle and Pedestrian Investment Direction section will be modified to highlight these points.  See also response to comment #584 for related text revisions under Strategy C-2.	Modify the text beginning on page 268 of draft Plan as follows:  <b>Placement of Regional Bicycle Network Alignments on Roadways <del>Highways</del></b> <u>When identifying roadways and highway corridors appropriate for implementing specific alignments for regional bikeways, it is imperative that transportation agencies coordinate and collaborate in their planning activities. This will help to ensure that trade-offs between opportunities for implementing a bikeway and the physical constraints of the roadway corridor are fully considered. To that purpose, for major corridor studies and projects, meetings and other opportunities for engaging the public will be critical to inform the project development process.</u>

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
					<p><u>The provision of safe and comfortable bicycle facilities in the roadway corridor should be the goal in order to achieve continuity for regional bicycle corridors and to facilitate direct access to corridor destinations. Planning for cyclist bikeability and convenience over a range of experience levels and abilities is an important focus for any major roadway project. Other competing priorities, including safety for all users and mobility for all transportation modes, will also need to be considered. While the region supports continuity for regional bicycle corridors and direct access to destinations located along highways, these desires need to be balanced with other, competing priorities including safety for all users, mobility for all transportation modes, and cyclist bikeability and convenience over a range of experience levels and preferences. This balance balancing of priorities is especially needed on highways, including A-minor arterials without sufficient right of way to provide an off-road facility.</u></p> <p>Some highways serve as the only practical and effective crossing over a major barrier (<del>for example such as, a</del> rivers, freeways, multi-lane highways, <del>or and</del> railroad corridors). In these <del>situations</del> <u>cases</u>, safe bicycle and pedestrian accommodations should be provided on the highway segment that crosses over (or under) the barrier. On some highways with high traffic volumes, an intensive mix of trucks and buses, <del>or</del> <u>and</u> limited right-of-way to provide designated on-street bicycle facilities, it <del>will</del> <u>may</u> be appropriate to route the bicycle facility away from the highway when a nearby, parallel local street is available. <u>This condition occurs more frequently on A-minor arterials in highly-developed, urban corridors than on A-minors in less developed, suburban or rural corridors; however, this will not always be the case and each corridor should be</u></p>

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
					<u>planned to address its unique issues and needs from both a local and regional perspective.</u> <del>Alternatively, As an alternative to locating regional bikeways along major highways,</del> regional transportation partners could work together to plan and build new, continuous bicycle facilities that cross barriers <del>on</del> <u>via the local street systems;</u> with <del>their less lower</del> <u>lower traffic volumes</u> and <u>slower speeds,</u> <del>thereby</del> <u>local streets can be improved to accommodate</u> <del>accommodating</del> a broader range of cyclist abilities.
109	7	Bicycles	We strongly support the new regional bicycle transportation network. This helps to elevate bicycling as a travel mode by focusing on regional connectivity and linkages to key destinations.	Support acknowledged.	
109	7	Bicycles	p. 59, Paragraph 1 – It would be helpful to include language regarding how this relates to the Metropolitan Council’s role regarding the regional recreational trail network related to the regional parks plan.	Will add link in part 1 intro re the Regional Bicycle Trans Network to new text in the Bike/Ped section that clarifies the relationship between the RBTN and the Regional Trails system.	Amend para. 1 on p. 59 as follows: For the first time a Regional Bicycle Transportation Network is proposed as a designated component in this Plan. The proposed network was developed through an extensive Regional Bicycle System Study conducted by the Council in 2013-2014. <u>The network consists of a combination of on-street bicycle facilities and off-road trails, including many designated regional trails. For a more detailed description of how the RBTN and Regional Trail systems interrelate, see the Bicycle Pedestrian Investment section (insert link) later in this document.</u>
109	7	Bicycles	p. 259, Paragraph 2 – The plan should emphasize the importance of replacing short trips (not just commuting trips) with biking and walking, especially considering that commuting to work does not make up the bulk of car trips in our region. Increasing the opportunities and comfort for all people to make short trips to destinations by cycling or walking could lead to massive improvements in health, both through increased physical activity and through improved air quality. This is especially important in terms of air quality, since a higher portion of air pollutants are released in the first few minutes of a car trip as an engine warms up. The region’s cost-savings potential from the health benefits alone is substantial. Additionally, this section focuses on bicycle trips of three miles or less, though more than half of cycling trips to work are longer	In the referenced text there was no intent of applying 3 miles as a "cut-off" to local or regional planning for bicycle transportation. Staff will insert new text relating that more than half of the region's bike trips are longer than three miles and that the Council and its partners need to plan accordingly.	Add the following at the end of para. 5 on page 260: "In fact, more than half of the region’s trips by bicycle (roughly 55% according to the Council’s 2010 TBI) are greater than three miles in length. The Council and its transportation partners will plan for these longer bicycle trips in order to maximize the potential impact of choosing bicycling over driving alone for transportation."

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
			than this distance. This seems like an arbitrary cutoff, especially considering that many people could comfortably cover trips of five to six miles in 30 minutes or less. Local governments should consider trips of longer than three miles when planning bicycle routes. We suggest you expand the number of miles for bicycle trips described in this section.		
109	7	Bicycles	p. 260, Paragraph 4 – The plan states that facilities near congested activity centers can be particularly effective. However, these projects are often particularly challenging and expensive. Prioritizing these improvements would be helpful.	Bicycle projects submitted for federal transportation funding through the Regional Solicitation process will be prioritized based on a set of evaluation criteria that include cost effectiveness. The full set of criteria for the current Regional Solicitation can be found here: <a href="http://www.metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/Regional-Solicitation/Final-BikePed-Guidelines.aspx">http://www.metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/Regional-Solicitation/Final-BikePed-Guidelines.aspx</a>	
109	7	Bicycles	p. 261, Paragraph 3 – Guiding principles for bicycle facilities is a helpful thing to include. It would be worthwhile to have a similar set of principles for pedestrian (or shared use) facilities. While the Metropolitan Council may not be the lead on stand-alone pedestrian facilities, they are involved in many projects with pedestrian facilities as an element. Additionally, local pedestrian routes play a key role in access to transit stations, including transitways. Finally, the principles should address economic development and equity considerations more directly	The guiding principles for bicycle facilities were developed by an interagency Project Advisory Committee as part of the Regional Bicycle System Study completed in early 2014. For that reason, the principles will not be revised as part of this TPP comment process. The importance of pedestrian connections to bus transit and transitways is emphasized in multiple sections of the plan. Future work on pedestrian-related policy could consider developing general guiding principles for pedestrian planning.	
109	7	Bicycles	p. 266, Figure G-2 – As with G-1, Figure G-2 is difficult to read due to overlapping lines, especially very broad ones. A larger format map would help. On the content: Since the region is already benefitting from investments made in cycling infrastructure through a major federal level investment, it looks like we might be in a position of being non-competitive for future federal funding. This comes into play when you consider that these Tiers do not have design standards. Can a community apply for funding to put sharrows on a Tier 1 facility and successfully get funding on a network gap when competing against a funding request for a facility in Minneapolis with many users that is applying to convert from an on-street lane to a protected facility? This document should set us up to make these decisions.	For figure G-1, the corridor widths will be adjusted to make them more readable. In addition we will provide a link to an interactive map for Figure G-2, so readers can zoom and pan to their specific areas of interest.  The Regional Solicitation criteria for awarding regionally-allocated federal transportation funds were recently updated by the Transportation Advisory Board and are available via this link: <a href="http://www.metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/Regional-Solicitation/Final-BikePed-Guidelines.aspx">http://www.metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/Regional-Solicitation/Final-BikePed-Guidelines.aspx</a>	Improve legibility of Figure G-1 in the Bike and Ped Investment section. Revise para 1 on p. 265 of the Draft Plan to read: <b>Tier 1 Priority Regional Bicycle Transportation Corridors</b> are a subset of the Regional Bicycle Transportation Network and have been identified as the highest priority for regional planning and investment. The full Regional Bicycle Transportation Network with Priority Regional Bicycle Transportation Corridors is shown in Figure G-2 below with an interactive version available via this link (insert link to interactive version of Fig. G-2).



Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
109	7	Bicycles	p. 268, Paragraph 2 – In addition to the factors listed here, bicycle facility placements should also take into account supporting amenities and facilities, like bike racks, bike lockers, repair facilities, public restrooms, workplaces with changing facilities, etc.	The guiding principles for bicycle facilities were developed by an interagency Project Advisory Committee as part of the Regional Bicycle System Study completed in early 2014. For that reason, the principles will not be revised as part of this TPP comment process. The importance of pedestrian connections to bus transit and transitways is emphasized in multiple sections of the plan. Future work on pedestrian-related policy could consider developing general guiding principles for pedestrian planning.	
109	7	Bicycles	p. 269, Paragraph 2 – How does this plan help prioritize one bicycle facility type over another?	The Regional Bicycle Transportation Network was developed through a regional bike study that analyzed real and potential bike travel demand in corridors throughout the region. Based on the analysis and significant public input, corridors were established where there was the greatest potential to serve the most riders to access regional destinations. Differences in suitability or effectiveness between facility types was not analyzed and the plan leaves the decision on facility selection to the local jurisdiction. This is necessary because every community and corridor has a unique set of characteristics, opportunities, and challenges which must be considered in that decision process.	
109	7	Bicycles	p. 270, Paragraph 2 – While Safe Routes to School is referenced as a funding source, the language does not specifically call out safe routes to school as a priority. This should be added. These projects should also not be directly competing with longer regional routes, as they serve a different purpose.	The recently completed Regional Solicitation evaluation reformatted the categories for funding under Bicycle and Pedestrian activities to include Safe Routes to Schools as an independent funding category. This action gives priority to SRTS infrastructure projects which no longer need to compete with longer regional trails or bikeway improvement projects. The new prioritization criteria for Safe Routes to Schools and other Bicycle-Pedestrian projects can be found via this link: <a href="http://www.metrocouncil.org/METC/files/ae/aedb94cd-806e-4dcd-a06c-534f66cc18b9.pdf">http://www.metrocouncil.org/METC/files/ae/aedb94cd-806e-4dcd-a06c-534f66cc18b9.pdf</a>	
109	7	Bicycles	p. 271, Paragraph 4 – This section should more clearly emphasize the importance of winter maintenance on both bicycle and pedestrian facilities in winter in order to ensure year-round use. People who cannot drive because of age, disability, or lack of access to a car rely on these facilities all year, and they are often not adequately cleared of snow.	Council staff will clarify in text, as recommended.	On page 271, last para. of draft TPP, add text as shown: However, as a result of diminishing tax revenues and the increasing costs of ongoing maintenance (including winter snow removal to accommodate year-round use), preservation, and rehabilitation needs for bicycle and pedestrian facilities, there is a large shortfall of dollars available to fund existing system needs.

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
32, 109	7	Bicycles	While useful, Cyclopath and Cycloplan rely on a fairly limited pool of participants. We need to rely on a much wider effort to engage our communities in these questions than what is currently happening on either of these. Or there should also be a concerted effort to bring more attention and users to those technologies.	Cycloplan is the tool of choice for establishing a regional inventory of on-street and off-road bikeways. It can access the web-based, crowd-sourced Cyclopath bicycle network database which will be used as the starting point for developing an up-to-date regional inventory. Beginning in 2015 (and as described in the TPP work program), Council staff will work directly with local agency planners and engineers to verify local bicycle network data accessed from the Cyclopath database, build on that network by adding the most current local bicycle facility attribute data, and to upload the updated local network data to a regional Cycloplan module. Council staff will then review the updated networks for consistency and incorporate them into an official regional bikeways system map. Cyclopath will mainly be used for its updated bicycle facility attributes data for which a regionally representative sample of users is not required.	
109	7	Bicycles	<p>p. 81, Paragraph 2 – The reference to cycletracks in Minneapolis incorrectly suggests that there is not always a vertical separation from auto traffic lanes. A painted buffer without a vertical separation such as a delineator, parked car lane, or curb is not considered a cycletrack in Minneapolis. We suggest the following revision: changing from</p> <p><i>“In addition, the City of Minneapolis has installed several cycletracks, which consist of a system of two-way bicycle thoroughfares, sometimes barrier-separated from busy street traffic. Several new cycletracks are planned within the city.”</i></p> <p><i>In addition, several “cycletracks” or “protected bike lanes” have been installed or are planned within Minneapolis. These are bicycle facilities within street corridors that have a vertical separation from traffic lanes and are intended to provide a more comfortable user experience, similar to a trail.”</i></p> <p>Where cycle tracks are discussed, Minneapolis uses the more encompassing term “protected bikeway” to describe this type of facility. Protected bikeways can be on-street or off-street facilities and have a vertical element such as a bollard or curb separating moving traffic from the bicycle facility.</p>	Council staff agrees with suggested edits and will incorporate to text on page 81 of draft TPP as requested. In addition, wording of the "cycle tracks" definition on page 270 of draft plan will be revised to include "protected bikeways" in the description.	<p>Add text on P. 81 of draft TPP as follows: <u>In addition, several “cycletracks” or “protected bike lanes” have been installed or are planned within Minneapolis. These are bicycle facilities within street corridors that have a vertical separation from traffic lanes and are intended to provide a more comfortable user experience, similar to a trail.</u></p> <p>On page 270 of draft Plan, change the first two sentences of the bullet describing "cycle tracks" to read as follows: <b>Protected bikeways or cycle tracks:</b> <u>Protected bikeways or cycle tracks are on-road or off-road facilities that are physically separated from lanes of moving traffic. Cycle tracks can be design as on-road or off-road facilities and are often times separated from general traffic with a vertical element such as a bollard or elevated curb.</u></p>

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
109	7	Bicycles	p. 81, Paragraph 6 – It is our understanding that the counting effort described here may be ending due to lack of funding. We support the continuation of this effort or another mechanism to continue the counting, as it is important for transportation plans and projects. There is also a direct correlation to the funding applications for the regional solicitation where non-motorized counts are not currently required but there is a desire to work toward incorporating them in the future.	Comment Acknowledged.	
109	7	Bicycles	p. 82, Paragraph 2 – The Cycletracks tool is very useful. However, it is restricted to those who are able to afford and use smartphone technology. Generalizing the information too much may result in an equity issue, where those communities that are less plugged into this technology are not addressed.	Comment acknowledged.	
110	7	Bicycles	p. 98, Paragraph 2 – The plan should reflect a priority and requirement for bicycle and pedestrian supportive infrastructure near transit station areas, and be linked to funding.	Bicycle and pedestrian connections to transit stations, transit centers and bus stop locations are described under "Key Investment Prioritization Factors for Pedestrian and Bicycle Projects" in several different categories beginning on p. 273 of the Bicycle and Pedestrian Investment section. (Also, see response to comment586for added category relating to transit access.) In addition, the Regional Bicycle Transportation Network was developed with a heavy emphasis on connecting to regional transitway stations, bus transit centers, and key park-and-rides as described on pp. 264-270 in the draft Plan.	
25	7	Pedestrian	Safe Routes to School is a successful program that often lacks funding and buy-in from school districts. The Metropolitan Council should help local communities coordinate and utilize best practices at their schools.	Safe Routes to School program is no longer included as a program in federal legislation; funding for infrastructure improvements can be requested in the regional solicitation.	
25	7	Pedestrian	This section includes very little content about pedestrians or increasing pedestrian mode share, which is the only free form of transportation. On page 259, paragraph 4, line 6, arterials should be added as a physical travel barrier.	Safe Routes to School program is no longer included as a program in federal legislation; funding for infrastructure improvements can be requested in the regional solicitation.	Add " <b>multi-lane arterial roadways</b> " to list of physical barriers on p. 259, para. 4, line 6.
32	7	Pedestrian	38. Pg. 273: Identifies opportunities for pedestrian improvements and includes, "Existing transit stations, transit centers, or frequent-service park-and-ride locations that are within a reasonable walking distance to residential development or activity centers, and metropolitan Job Concentrations like the downtowns and the University of Minnesota." a. Carver County suggests to make this statement more inclusive, the underlined and bolded 'and' should be changed to 'or'.	The Council agrees with the suggested edit to make the examples list more inclusive.	Existing transit stations, transit centers, or frequent-service park-and-ride locations that are within a reasonable walking distance to residential development or activity centers, and or metropolitan Job Concentrations like the downtowns and the University of Minnesota.

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
76	7	Pedestrian	The TPP should encourage local governments to consider adopting and implementing a Complete Streets policy.	Strategy C2 on p. 99 of the draft Plan directs local governments to "provide a system of interconnected arterial roads, streets, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles." Under "Supportive local actions" within the supporting text for Strategy C2 (p. 100 of draft TPP) we encourage cities to "adopt a Complete Streets policy...."	
76	7	Pedestrian	The Metropolitan Council should establish a "Vision Zero" for the region with the goal of reducing pedestrian, bicyclist, and motorist deaths to zero by the year 2040.	In Minnesota, the state's Toward Zero Deaths interdisciplinary traffic safety program led by the Departments of Public Safety and Transportation works with local partners to reduce traffic crashes, injuries and deaths for all modes. In the discussion about the Safety and Security goal on page 27 in Part 1, the draft plan states that "The Council will join its partners, including MnDOT, the Minnesota Department of Public Safety, the Minnesota Department of Health and local jurisdictions to advance the Toward Zero Deaths program." The work program in the draft plan includes future work to be done by the Council to work toward the goal of improving safety for all users of the system in the region (page 316).	
111	7	Pedestrian	Appreciate the inclusion of Complete Streets. The missing piece is users of all ages and abilities. That is a very important message that gets at the multimodal and safety aspects. It's in a bullet below, but should be up front with the rest of the definition, and then reiterated in the bullet.	The Council agrees with the importance of specifying within the "Complete Streets" definition, the inclusion of "users of all ages and abilities."	Add the following sentence within the "Complete Streets" definition as it appears on p. 99 of the draft TPP: "For pedestrians, bicyclists, and transit users this should include users of all ages and abilities."
114	7	Pedestrian	What is the consideration of resources for non-vehicle traffic, walkways, or overpasses for people who are not in vehicles to access transit? Highway 100 has two walkways over the highway, but that's probably not sufficient. There's a lot of very good ideas out there in your plan.	As noted in the plan, there are no resources "dedicated" exclusively for bike and pedestrian facilities; however, there are competitive funding sources where those facilities can compete for funding available to all modes. Bicycle and pedestrian projects that connect to transit and transit-oriented development are emphasized under "Other Key Investment Prioritization Factors" for federal transportation funds allocated through the Regional Solicitation process every two years. These factors are discussed within the Bicycle & Pedestrian Investment section (p. 273 of the draft Plan). These factors were also used in redefining the project evaluation criteria for the Transportation Advisory Board's Regional Solicitation during a recent update to those criteria (see link below). <a href="http://www.metrocouncil.org/METC/files/ae/aedb94cd-806e-4dcd-a06c-534f66cc18b9.pdf">http://www.metrocouncil.org/METC/files/ae/aedb94cd-806e-4dcd-a06c-534f66cc18b9.pdf</a>	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
109	7	Pedestrian	p. 176, Paragraph 4 – Particularly if Metropolitan Council funding is involved, should require space for bicycle and pedestrian facilities on freeway crossings.	This comment supports plan statement on p 176 "The region is also committed to providing facilities for people to safely bike or walk, including people with disabilities, parallel to and across the regional highway system."	
120	7	Pedestrian	We would like to see more attention to pedestrian access with a focus on major transit corridors, concentrated areas of poverty, access to schools, and access for seniors.	The Council's role focuses on providing overall policy direction to local governments, which are responsible for planning and constructing pedestrian facilities. As noted in the response to comment #901, staff agree that pedestrian connectivity and safety are important to regional multimodal planning, which is why this is stated in the actual plan on page 259. Clarifying text will also be added to page 80 in the description of the existing bicycle and pedestrian system.	Clarifying text will also be added to page 80 in the description of the existing bicycle and pedestrian system as identified below for the third paragraph on that page: The Council's interest in pedestrian infrastructure is primarily to ensure good pedestrian connections to transit stops and stations, including adequate waiting areas for customers. In addition, the Council's role is to encourage transit-oriented design in all transitway corridors or near bus transit centers. This includes the appropriate spacing and orientation of buildings and structures that encourage and allow for efficient pedestrian movement. <u>Overall pedestrian safety and connectivity (particularly as they relate to moving across major physical barriers) are also vital components of regional multimodal transportation system planning.</u>
109	7	Pedestrian	p. 44, Paragraph 7 – The phrase "provide Complete Streets, designed to accommodate all users" may be misinterpreted to mean "all modes on all roads." We suggest a revision such as "implement Complete Streets practices" or other similar language on page 99, such as "ensures that the accessibility and safety of all travelers be appropriately considered and incorporated throughout any road project's planning, design, and construction."	The Council agrees with this clarification and will revise text accordingly.	Revise text in last para. on p. 44 of TPP as follows: Among actions communities can take to better accommodate pedestrians are to <del>provide plan for</del> <u>provide plan for Complete Streets to ensure accessibility and safety for all travelers</u> , implement accessible design standards, and coordinate projects with broad input from businesses, residents and adjacent communities.
109	7	Pedestrian	p. 273, Paragraph 5 – Investment guidance for pedestrian facilities is very general in this section. We understand that these issues are covered in more detail in other parts of the plan (which are referred to in this section); however, we recommend that you summarize and consolidate these recommendations from other sections in this section in order to provide clear, consolidated direction on pedestrian investments.	Investment guidance in the bicycle and pedestrian section is specific to federal transportation funds that are allocated through the Transportation Advisory Board's biannual Regional Solicitation. Other investments to bicycle and pedestrian infrastructure are described in MnDOT's State Highway Investment Plan and thus appropriately included in this plan's Highway Investment section. Staff will add reference links from the bike/ped section to the relevant discussions in the highways section.	Add clarifying text to para. 5 on p. 272 of the draft TPP as shown: The sections that follow list and describe the basis for the region's priorities for investment in bicycle and pedestrian infrastructure <u>through the Regional Solicitation for federal transportation funds. Additional funding for bicycle and accessible pedestrian highway infrastructure is made available through MnDOT's State Highway Investment Plan and is described in the Highways Investment Direction and Plan under current revenue (insert link to p. 176) and increased</u>

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
					<u>revenue scenarios (insert link to p. 194).</u>
109	7	Pedestrian	p. 79, Paragraph 4 – While sidewalks and trails are the primary elements in pedestrian infrastructure, supporting elements – just as pedestrian-scale lighting, benches, etc. – are also part.	Comment acknowledged.	
109	7	Pedestrian	p. 80, Paragraph 3 – The Metropolitan Council’s interest in pedestrian facilities should extend far beyond just access to transit stops. People are pedestrians during a portion of virtually every trip, even if they are traveling by bus, train, car, or bicycle. Pedestrian connectivity and safety is therefore a vital component of the entire multimodal transportation network. This is actually stated later on p. 259.	The Council agrees that pedestrian connectivity and safety are important to regional multimodal planning, which is why this is stated in the actual plan on page 259. Although page 80 is the description of the existing bicycle and pedestrian system, clarifying text will also be added to this section.	Add text to end of para. 3 on page 80 as shown: The Council’s interest in pedestrian infrastructure is primarily to ensure good pedestrian connections to transit stops and stations, including adequate waiting areas for customers. In addition, the Council’s role is to encourage transit-oriented design in all transitway corridors or near bus transit centers. This includes the appropriate spacing and orientation of buildings and structures that encourage and allow for efficient pedestrian movement. <u>Overall pedestrian safety and connectivity (particularly as they relate to moving across major physical barriers) are also vital components of regional multimodal transportation system planning.</u>
109	7	Pedestrian	p. 93, Paragraph 7 – We support planning and implementing bicycle and pedestrian improvements as part of roadway projects. Accommodating the bicycle/pedestrian tunnel under the new I-35W bridge is a great example of this. We couldn't have incorporated it into the new bridge design had it not been mentioned in our local plans.	Comment acknowledged.	
109	7	Pedestrian	p. 95, Paragraph 1 – How can the Metropolitan Council support local jurisdictions in their efforts to make streets safer for pedestrians and bicyclists, especially on local roads that connect to transit stations?	In the same section, Strategy B6 provides more focus on safety for pedestrians and bicyclists as the most vulnerable users of the transportation system. Strategy B1 on pages 94-95 will be edited to include pedestrians and bicyclists. The Council also provides support for local jurisdictions improving safety for pedestrians and bicyclists through the Regional Solicitation process that distributes federal transportation funding to local jurisdictions on a competitive basis. Part 2: Bicycle and Pedestrian Investment Direction discusses key investment prioritization factors for pedestrian and bicycle projects, including safety.	On page 95, add the following new paragraph after the current second paragraph: <u>As the most vulnerable users of the transportation system, pedestrians and bicyclists should be included in roadway and transit planning and project development. Additional information on improving safety for pedestrians and bicyclists is included in Strategy B6.</u> On page 97, include the following new bullet point in Strategy B6 after the three currently listed: <u>Urban Street Design Guide (National Association of City Transportation Officials, 2013)</u>

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
109	7	Pedestrian	p. 110, Paragraph 3 – C17 policy on access to jobs is an important one. It shouldn't just focus on the pedestrian mode.	Strategy C17 focuses on the needs of pedestrians and people with disabilities. Other modes are covered in other similar strategies included under "Access to Destinations." See Strategies C1 (multimodal connections), C2 (complete streets), C4 (travel demand management initiatives), C15 (Reg. Bicycle Transportation Network), & C16 (bike and pedestrian travel across barriers).	
21	8	Freight	The draft 2040 TPP understates some intermodal terminals' dependence on the Minor Arterial system.	Comment acknowledged. Additional language will be added to Freight chapter.	Cities and counties will need to continue working with MnDOT to ensure an adequate minor arterial system exists to provide truck access between these intermodal rail terminals and the principal arterial system.
25	8	Freight	Freight Investment Direction: p 275, par 1, line 5 "...and businesses are would not be able to distribute their products to customers and or receive shipments needed to manufacture items."	Typo, will be corrected	Change made as suggested.
25	8	Freight	Regarding freight terminals and adjacent land uses (p278), Saint Paul's West Midway area includes the BNSF Intermodal Yard and residential uses in the St. Anthony Park neighborhood and it is important to maintain this significant freight yard in Saint Paul. On page 279 it is important to note MnDOT's role in highway connector and interchange improvements as well. There are vital improvements needed to the freight system, specifically in the West Midway and BNSF intermodal yard area with connections to Highway 280 and Interstate 94. Resources that Met Council can provide for these types of improvements would be welcome.	Comment acknowledged.	Sentence added to end of second paragraph on p 279: Cities and counties will need to continue working with MnDOT to ensure an adequate minor arterial system exists to provide truck access between these intermodal rail terminals and the principal arterial system.
25	8	Freight	On page 281 regarding funding for strategic capacity improvements, we feel that the highway investment plan improvements that provide access to job centers and/or freight terminals should rather than may be considered for potential investment.	There are a number of investment factors or criteria that need to be considered when selecting projects for investment. One of the highest priority criteria as contained in the highway investment chapter includes consideration of whether the project improves the economic vitality of the region, such as projects that provide access to job centers and freight terminals. This will be one of the criteria considered however, other criteria such as safety and preserving the system are also high ranking criteria. Projects will be considered for funding against all priority investment factors/criteria and selected for funding based upon their priority and available funding levels.	
32	8	Freight	39. Figure H-1: Title should be clarified that the map depicts rail freight terminals and infrastructure.	Comment acknowledged. The title and map depict intermodal terminals for air and barge, not just rail.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
37	8	Freight	<p>Freight and Hwy 212: The plan does not link the need for better freight movement with specific investments to alleviate freight bottlenecks but apparently hopes that MnPASS lanes will provide some benefit to freight movement. The plan does not speak to the need for adequate interregional connections between the Twin Cities Metropolitan Area and Greater Minnesota despite the goal of addressing freight movement needs.</p>	<p>Highway funding is limited and the resources expect to be available in the next 20 years will primarily be needed for operating, maintaining and rebuilding the existing highways. Since federal law requires that planned expenditures be constrained by available resources, no additional highway capacity projects, such as improving TH 212, can be added to the plan until new revenues are identified. However, language will be added to acknowledge that, in many rural parts of the metro region, improvements to highways that would primarily benefit freight and residents of Greater Minnesota should be considered for funding from sources that typically are designated for use outside the Twin Cities metro area.</p>	<p>Text to be add to highway chapter under increased revenue scenario, strategic capacity enhancements section <u>In many rural parts of the metro region, trucks are a significant percentage of total traffic flow, carrying agricultural products and natural resources from Greater Minnesota into the metropolitan area on roads where the number of automobiles does not justify MnPASS improvements. Improvements to highways that would primarily benefit freight and residents of Greater MN should be considered for funding from sources, such as the Greater MN portion of the Corridors of Commerce program funded by the legislature in recent years, that would otherwise be designated for use outside the Twin Cities metro area. This plan does not currently include those funds in the "anticipated revenue" for the metro region so if MnDOT determines these funds should be spent on a project located within the metro region to benefit Greater Minnesota, both the project and this additional funding would need to be amended into this TPP in order to maintain the plan's fiscal balance between expenditures and revenues.</u></p>
99	8	Freight	<p>On pages 278 - 279 there is discussion about the Council working with local units of government, DNR and park agencies to balance freight activities "as there remains a need for freight activities adjacent to the rivers, especially in Saint Paul and the Savage/Burnsville areas on the Minnesota River...." This issue is further discussed on page 314 under Freight Related Studies - Regional Industrial Lands Assessment Burnsville has an approved Comprehensive Plan that calls for changing heavy industrial located along the Minnesota River to natural open space and recreational trail use. The Minnesota River Quadrant (MRQ) is guided to phase out heavy industrial uses to return the riverfront to a more natural state. The City does not want to compromise our long range plans for the MRQ and we have reservations about the industrial land use policy referenced in the TPP and in Thrive MSP 2040.</p>	<p>Comment acknowledged and will be considered as the studies on river adjacent industrial land moves forward</p>	



Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
99	8	Freight	The TPP identifies the importance of rivers and waterways for the transportation of goods however we have been advised that the Army Corps of Engineers is reducing the amount of dredging activity needed to sustain this mode of transportation. The TPP should include relationships with other agencies and explanation of how the region's systems are impacted and what this means for our future plans. If dredging is not sustainable then activities proposed in the current TPP may not be relevant (requiring preservation of industrial land use adjacent to river systems).	Comment acknowledged and will be investigated as studies on river adjacent industrial land moves forward	
32, 109	8	Freight	The City of Minneapolis supports a robust freight system for the region, as important for both transportation and economic development. In addition to what is outlined in this plan, this should include strengthened partnerships between the Metropolitan Council, rail and shipping companies, MnDOT, county rail authorities, and local jurisdictions to address concerns and shortcomings in the existing system. This could include support for freight-related improvements to other infrastructure, to address safety, capacity, logistics, or other issues.	As part of the ongoing freight planning process in Minnesota, MnDOT has for many years organized and supported a Mn Freight Advisory committee, or MFAC, made up of many of the stakeholders noted above, including Metro Council staff. Their quarterly meetings are open and serve as a forum to discuss many freight issues; they are typically consulted early in the process of updating the TPP	
111	8	Freight	We recommend the Plan strengthen the discussion and analysis of freight movements through the county and the region. We would also include how the movement of people and freight safely migrate through the area without jeopardizing mobility and connectivity. Finally, the analysis should determine how an increase in rail and road freight movement impact other modes of rail transportation, communities and neighborhoods.	Freight movements within a region of 3 million people that are also a major hub along national barge and rail corridors are extremely complex, and much of it is beyond the control of the region. Much of the information from carriers and shippers is proprietary and difficult to obtain. Regulation of interstate commerce is reserved for the federal government. The plan contains the information currently available, and future TPP's will include additional information as it is known, including any new information coming from MNDOT's statewide freight plan update that will be available for the 2018 TPP update.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
111	8	Freight	<p>This section is passive in how we handle/manage freight in the region. Strengthen the discussion and analysis of freight movements through the region and how they impact rail and roads in terms of getting goods to market – but also in terms of congestion and safety for all users. Identify the way in which the overall transportation system will be impacted by these increases and what the region can do to shape the impacts to our communities.</p> <p>The Plan should mention the statewide freight planning that was kicked off in August. Add discussion of freight rail impacts to commuter rail – the transit section only defines commuter rail – but also doesn't address some of the performance issues associated with operating in a freight corridor.</p>	<p>The final TPP will be updated to include references to the ongoing state freight and rail plan updates, and the overview on p 275-76 will be strengthened to add links to more easily find other sections of the TPP with information on freight. A link will be added to the Council's 2012 Transportation System Performance Evaluation which contains much more detail about how we handle/manage freight in the region for those who are interested.</p>	<p>References to the state freight and rail plans on p. 285-6 were updated by adding to both paragraphs "MnDOT began updating this plan in mid-2014, and any information pertinent to the metro region will be incorporated into future updates of the TPP."</p> <p>p. 276, paragraph below bullets was amended to read: "Other chapters of this long-range plan explain the existing freight system in the region (link to Part 2, A,5) and future public investments to be made in two of these four freight modes, roadways (link to Part 2,E) and air (link to Part 2,I). In addition, the 2012 Transportation System Performance Evaluation (link) contains many details about freight movement in the region."</p>
111	8	Freight	<p>Consider adding MnDOT's new safety inspectors in the Bakken crude section.</p>	<p>Page 282 will now include the sentence, "In 2014 the state legislature funded two additional MnDOT rail inspectors to assure tracks in the state are maintained to safely handle oil trains."</p>	<p>Added: "In 2014 the state legislature funded two additional MnDOT rail inspectors to assure tracks in the state are maintained to safely handle oil trains"</p>
109	8	Freight	<p>p. 169, Paragraph 1 – Traffic management technologies should include a focus on strategies for freight.</p>	<p>While a few traffic management technologies focus specifically on people moving, such as HOV ramp meter bypasses for buses and carpools, most technologies are focused on both freight and people movement. For instance, many truckers rely heavily on traveler information systems, and signal timing minimizes the need for trucks to stop and start along arterial streets.</p>	
109	8	Freight	<p>Various comments on changes needed to reflect the reasoning behind the closure of the Upper Harbor Terminal barging facility. Pages 30, 45, 85, and 285.</p>	<p>No change recommended to p 30 which is a general discussion of ports and freight terminals and does not name any specific ports. P. 45 and 85 both describe the existing freight system, but do not mention that the existing Upper Harbor terminal in Minneapolis will be closed in 2015. There is discussion of the closure on p. 285 in the freight plan section. Page 30 and 45 will be modified to mention the upcoming closure which will happen shortly after TPP adoption, and therefore will be the "existing" condition for the majority of the TPP's life.</p>	<p>Add sentence on p 30 and 45 after mention of the 3 existing river ports. "The Minneapolis Upper Harbor in north Minneapolis, along with the Upper Lock at St Anthony Falls, will close permanently in spring 2015."</p>
109	8	Freight	<p>p. 275, Paragraph 1 – While other sections describe existing conditions in the system, the description of the freight network is fairly minimal. It should at least call out main truck routes, high volume rail corridors, ports, and major intermodal facilities.</p>	<p>Part 2 includes a description of all modes of the existing transportation system and on pages 82-87 include an extensive discussion of the existing freight system.</p>	<p>A link to the freight portion of the Existing Regional Transportation System chapter will be added to the introduction of the 2040 Freight Investment Direction chapter on page 276 of the draft plan.</p>

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
109	8	Freight	p. 276, Paragraph 4 – The freight capacity section should address overlapping needs and challenges with commuter rail and potential intercity high speed rail, which share the same corridors.	The relationship between privately owned, active freight railroads and passenger rail is not well understood by the public and many government officials, and we agree that further discussion should be included in the plan to clarify this relationship. This relationship is described on the draft pages 283-284.	
109	8	Freight	p. 278, Paragraph 1 – In response to rail safety concerns, how can the Metropolitan Council partner with rail providers to identify, prioritize, and implement important upgrades needed to the rail network and supporting facilities?	The Metropolitan Council has no authority or resources to partner with private railroads on rail safety upgrades to the rail network. Railroads are regulated only by the federal government. The public owners of roads, such as cities, counties and MnDOT, may partner to improve roadway crossings of railroads.	
109	8	Freight	p. 278, Paragraph 4 – Why does Minnesota oppose rail policing if 48 other states support this practice? Should this be changed?	This is a statewide issue, and is only noted here in discussing challenges for rail safety, not as something the region should pursue changing. The city could direct this question to legislators if the city is interested in pursuing a legislative change.	
109	8	Freight	p. 278, Paragraph 6 – This should acknowledge that the Minneapolis port terminal is closing, and why (underperforming, plus permanent closure of lock and dam due to invasive species). It is worth noting that pressure for land use change is not due just to regulators, as stated here.	The referenced section on p 278 containing paragraph 6 discusses a variety of issues relating to land uses that are incompatible with freight terminals. It does note "Many industrial uses have been redeveloped into residential or park land as demand for industry adjacent to the river has declined," and does not assign pressure solely to regulators. The closure of the lock and Minneapolis Upper Harbor Terminal is discussed on p. 285 in the section titled "River Barges"	
109	8	Freight	p. 279, Paragraph 2 – Metropolitan Council should prioritize investments and upgrades to the highway system that directly serve major intermodal facilities and other major trucking hubs. This should include a focus on safety and capacity issues.	Heavy commercial truck volumes are one of the factors considered in prioritizing improvements on roadways. When an intermodal facility is heavily used, truck volumes typically are high on the arterials providing access to the facility.	
109	8	Freight	p. 280, Paragraph 1 – Assuming freight will be mostly on trucks ignores the possibility that greatly increased gas prices in the future will change the economics of the industry, and make rail and other modes more attractive. Rail could expand significantly as a mode, especially if there are upgrades to increase efficiency and throughput.	Comment acknowledged.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
109	8	Freight	p. 283, Paragraph 5 – There is a need to partner with public agencies and rail carriers on plans for rail system improvements. Is there the potential to identify projects here, as was done in the other chapters? This impacts not only freight travel, but commuter rail – as evidenced by delays on the Northstar system earlier this year.	As described in 4th paragraph of P. 276, freight rail is privately owned, and improvements to rail facilities are planned and implemented by the railroad companies; the region has no authority over private freight rail improvements. Individual intercity passenger rail (conducted by MnDOT) and transit commuter rail studies will identify any locations where public entities responsible for these passenger rail services may be willing to invest their resources to cooperatively plan and implement improvements to private rail facilities that will benefit the public passenger rail services.	
109	8	Freight	p. 285, Paragraph 1 – The closure of the lock and dam was not just about capacity issues. It was also driven by concerns about Asian carp and the potential economic impacts of the spread of this invasive species. The lock and dam were seen as an effective barrier. This was a competing interest with keeping the lock and dam open for transportation purposes. Since it was used for relatively low levels of barging, it was determined the potential impact to recreation and fisheries was greater than the economic loss of this form of transportation to the upper river.	Comment acknowledged	
109	8	Freight	p. 87, Paragraph 1 – Where are the two major intermodal container facilities? They should be mentioned.	The locations are shown on fig A-5 but text will be modified to specifically state locations	Add sentence to end of first bullet on p 87, as follows: The BNSF intermodal terminal is located in the Midway area of St Paul, and the CP terminal is in the Shoreham yard area of Northeast Minneapolis. Add sentence to end of second bullet on p 87, as follows: This terminal is also in the Midway area, just to the west of TH 280.
109	8	Freight	p. 87, Paragraph 3 – The plan acknowledges bottlenecks in the freight rail system. Is there any attempt to develop strategies and projects to address this issue?	p 87 is the description of the existing freight system. Page 283 of the plan contains a discussion of efforts to improve this issue.	
109	8	Freight	p. 95, Paragraph 2 – Safety should also be addressed specifically in the context of freight planning, including rail. Passenger rail is covered in the narrative, but freight rail isn't.	As described in 4th paragraph of P. 276, freight rail is privately owned, and thus freight rail safety is primarily the responsibility of the railroad companies. However, locations where roads cross private freight railroads are an area where governmental units can play a role and this will be acknowledged on p 95 with a new third paragraph.	Add new third paragraph on P 95 (strategy B1).  Although freight rail is privately owned, and thus freight rail safety is primarily the responsibility of the railroad companies, regional partners should also work with the railroads to ensure safety at public road crossings of private freight railroads.

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
10, 111	9	Aviation	The region has more airports that needed, the Council should guide and direct a regional aviation plan based on actual demand. Sites of underutilized airports can be use for infill development.	The regional airport system has 9 airports that are located throughout the region. The Crystal Airport remains a viable and sustainable airport within the regional system. It is currently the 6th busiest airport in the state of Minnesota. General aviation may be seeing a decline in operations – this is true nationwide, but it isn't the only sector of aviation using the Crystal Airport. While the aviation industry continues to change, so do the airports. MAC has committed to right sizing the airport, while the FAA, MnDOT Aeronautics, the Metropolitan Airports Commission (MAC) and the Council support the continued operation of the airport.	
11	9	Aviation	Clarification that TPP's <i>Aviation Land Use Compatibility Guidelines</i> for Aircraft Noise are just guidelines not mandates.	The TPP's Land Use Compatibility Guidelines are just that, not mandates. These guidelines have been developed from best practices throughout the country, and relate to the FAA Land Use Compatibility Guidelines.	
25	9	Aviation	Aviation Investment Direction and Plan: This section should mention the review of MnDOT statutes. On page 297 paragraphs 2 and 3 need clarification.	Page 297, paragraph 2, will be updated with MnDOT - Aeronautics language, and paragraph 3 will be updated with noise contours clarification language.	Paragraph 2 update- One preventative measure that communities should use in promoting compatible land use is to create an airport zoning ordinance. An airport zoning ordinance protects a community's investment in the airport by limiting structural hazards that could be a hazard to air navigation. An airport zoning ordinance also protects people and property in the vicinity of the airport by creating a buffer between the airport and other lands uses. To enact an airport zoning ordinance, an airport sponsor typically invites nearby communities to participate in a Joint Airport Zoning Board (JAZB). These boards work in a collaborative fashion to accommodate both community and airport needs in the zoning process. Further information on JAZB's and the zoning process can be found in Appendix L [insert link]. MnDOT's Office of Aeronautics is currently reviewing the state statutes and rules relating to airport zoning ordinances from a state system perspective to ensure an appropriately balance public safety and airport compatible development opportunities near and around airports. Paragraph 3- Noise contours are a tool for local governments to plan compatible land use in and around airports.

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
					The existing noise contours for the MAC airports are updated on an annual basis, the most recent contours are on Figure X. The noise contours for airports not owned and operated by MAC are updated on an as needed basis.
109	9	Aviation	<p>As the Metropolitan Council carries out its role to plan for the orderly development of the physical, social and economic needs of the region as a whole, it is given the responsibility to assess the adequacy and location of airports. It is also expected to provide guidance to airports as they work with their intergovernmental partners to plan for the future. While the TPP reflects consideration of issues such as the physical capacity of airports and their ability to accommodate growth, a full review must also consider how the airport affects the people and environment around it.</p> <p>In the TPP draft, the Council states that "the planning, development and operation of the region's aviation facilities should be conducted to minimize impacts upon the cultural and natural environment, regional systems and airport communities." We appreciate this statement and it is clear that the Council shares our interests in this regard, but the TPP currently lacks detail about how this will be carried out in practice.</p>	<p>This statement occurs on p 296 under the section on Long Term Comprehensive Plans, In addition to this statement the rest of p. 296 is about plan content requirements, a plan update schedule and a link to Appendix K which includes more specifics on what those plans should include and how they are reviewed. The Council reviews these Long Term Comprehensive Plans, as well as airport Capital Improvement Programs and Environmental Documentation, against the TPP, the Thrive and and other Council system plans, as well as pertinent local Comprehensive Plans. This is the process by which this statement is carried out in practice.</p>	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
109	9	Aviation	<p>The City of Minneapolis recognizes that a successful international airport is a valuable asset and important to our local and regional economy. We also know that an airport can cause negative impacts on adjacent communities including noise pollution and air pollution, with health impacts for residents. Noise affects the desirability of Minneapolis as a place to live and work with consequences for our tax base and local economy. In order to maintain balance and the livability of our city, Minneapolis has consistently articulated the following noise-related goals:</p> <ul style="list-style-type: none"> <li>• Reduce the overall noise footprint of MSP</li> <li>• Enforce the regional standard of the 60 DNL for noise mitigation</li> <li>• Decrease noise in unmitigated areas around MSP</li> <li>• Adoption of a noise metric other than DNL that better reflects the experience of people on the ground</li> </ul> <p>The Metropolitan Council should acknowledge these issues (in both the TPP and the Housing Policy Plan), and look for tools to prevent or mitigate impacts. We would like the Metropolitan Council to adopt these and other related goals to provide guidance to airports.</p>	<p>Comment acknowledged. The Council recognizes that all Council "systems" have an impact on the surrounding communities. Specifically, the Council understands that there needs to be a balance between economic competitiveness and livability in the region. Although the Council's responsibilities include review of development and planning projects at MSP, the Council is not involved in operations or in airspace regulation, and thus has limited authority in some of the areas that are most directly associated with generation of airport noise. The Council will continue to work with organizations and communities to find workable solutions to environmental concerns, and will continue to provide guidance to airports and communities on land use compatibility near airports. No changes needed.</p>	
109	9	Aviation	<p>We would like to see the Metropolitan Council articulate clearer expectations related to amount of air and noise pollution considered acceptable and to support additional common sense measures that can help prevent or mitigate impacts.</p> <ul style="list-style-type: none"> <li>- Support the Runway Use System</li> <li>- Adopt specific policies about airports' impacts on livability, human health, and the natural environment, and review airport Long Term Comprehensive Plans against those policies.</li> <li>- Develop metrics for the same areas - livability, human health, and the natural environment - that aid in understanding the full impacts of airports.</li> <li>- Within this new set of measures, implement a noise metric that better reflects the experience of people on the ground rather than the method of averages employed by the Integrated Noise Model.</li> <li>- Develop standards and expectations for airports (not just cities) regarding the prevention, reduction and mitigation of airport impacts.</li> </ul>	<p>While the Metropolitan Council understands the concerns put forth by the City of Minneapolis, developing a standard for the "acceptable" amount of air and noise pollution will be difficult. The Council will work with all responsible and affected entities in preventing or mitigating these impacts as best as possible. The Council does support the Runway Use System, but also understands that decisions about operational capabilities are the responsibility of the FAA. The Council will work with NOC and the city to develop a better understanding of the Runway Use System, and when the system can be used.</p> <p>When the Council reviews Airport Long Term Comprehensive Plans, staff reviews the airport impacts on both the natural and built environment. The Council will work with all parties and the Noise Oversight Committee in understanding noise issues in and around airports. The current measurement of the noise accepted by the FAA is dnL (Day-night average), and this is measured by the Integrated Noise Model (INM). The Council is preparing to order the newest INM software, to compare existing and future noise contours.</p>	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
109	9	Aviation	The TPP does not currently acknowledge the tension that exists with the Council's own systems, and the Council's role as steward of our regional parks. As noted in Thrive 2040, a 2012 survey of metropolitan residents found that nearly half of those polled identified parks, trails or the natural environment as the most attractive feature of the region. These features promote healthy activities and make our communities a place where people want to live, work and visit. There is a tension between protecting the enjoyment of these resources and the benefits which come from the Minneapolis St. Paul International Airport (MSP). The Minneapolis Chain .of Lakes was the most visited regional park in 2013 and it is also an area that experiences significant impacts from airplanes coming and going from MSP. The Metropolitan Council should acknowledge this issue (in both the TPP and the Regional Parks Policy Plan), and look for tools to prevent or mitigate impacts.	<p>Thrive MSP 2040 acknowledges these system tensions. This regional framework document explains on p.16, that ... "Plans, policies, and projects that balance all five of these outcomes will create positive change, while efforts that advance only one or two at the expense of the others may fall short over the long term. Policymakers make tough decisions at the intersections of these five outcomes, weighing the benefits and costs of their options against these five outcomes."</p> <p>The outcomes that this passage is referring to are the 5 outcomes from Thrive MSP 2040, Stewardship, Prosperity, Equity, Livability, and Sustainability.</p>	
109	9	Aviation	The draft TPP provides guidance to cities on compatible land uses, but does not provide corresponding expectations for airports to conduct operations in a manner that is compatible with existing land use. We would like to see the Council provide some accountability, by making this part of the lens used to review capital, or long-range plans.	Comment acknowledged. The Council does use a land use compatibility lens when it reviews the Long term comprehensive plans for each airport.	
109	9	Aviation	The Metropolitan Council is uniquely charged with a long term outlook on whether the system of airports is adequate and in the right place to serve the region. Consistent with those responsibilities, we would like to see more information about the long-term sustainability of the system. Specifically, what is the growth potential and capacity at MSP? What are the next steps if MSP approaches or exceed that capacity? Is there a point where the environmental and health impacts become unsustainable?	Comment Acknowledged. The city is correct that the Metropolitan Council is charged by the state with taking a long term outlook on whether the system of airports is adequate to serve the region. At this time there is no more recent information on the entire system than there was in the 2010 TPP. We do a periodic analysis of each airport with MAC staff and other airport operators through review of long term comprehensive plans, which are generally updated by the operators every five years (last done in 2009 and 2010). The Metropolitan Council most recently did an overall analysis of system adequacy in 2009, with the assistance of an FAA grant, and may update this overall system analysis for the next TPP update, if information gleaned from the updates of individual LTCPs is not adequate. Generally system demand and therefore sustainability at the reliever airports is more stable over time than the usage at MSP, where commercial air travel fluctuates more due to the state of the economy and operating decisions made by individual airlines (such as number and size of planes flown between specific destinations)	



Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
111	9	Aviation	Advance connectivity between all modes of transportation with airports, this includes commuter passenger rail service(s), and the regional trail network.	Comment Acknowledged. Connectivity between all modes of transportation is important. Council staff is working with multiple agencies on connectivity and access at airports. Furthermore, the Council staff is involved with projects that connect this region to other parts of the state and other regions, and how these projects can be implemented into the current and future modes of transportation in this region. Text of aviation plan will be expanded on this point.	Added language about mode connectivity to pg. 299 under the Aviation Investment Plan. The Council will continue to pursue connectivity between all modes of transpiration. Council staff is working with multiple agencies on connectivity and different modal access at airports. The Council staff is involved with projects that connect this region to other parts of the state and other regions, and how these projects would be implemented at MSP.
15	9	Aviation	The current Transportation Draft Plan retains compatible use and noise level standards but does not include noise contours for the City to implement and plan for long term future use.	The current draft of the Transportation Plan did not include future noise contours for MSP and the reliever airports. In the final plan, the contours will be added, so cities can use those contours for planning and land use decisions. Since future noise contours are updated during the LTCP update process for each airport, which occurs approximately every 5-7 years, it is likely updated contours will be available before the city updates its comprehensive plan in 2018.	
109	9	Aviation	We urge the Metropolitan Council to use your role to better evaluate opportunities to share benefits and burdens. An example would be to recognize opportunities to provide commercial service at locations other than MSP, or exploring ground transportation issues that may help the efficiency of the system overall.	The Metropolitan Council understands the balance of benefits and burdens to citizens and communities in and around airports. To the extent possible, the Metropolitan Council will be involved in planning and commercial air service opportunities. The current regional system has only one commercial service hub airport, and most of the other airports cannot accommodate commercial service. The system is set up for general aviation and corporate aviation to use the reliever airports, while commercial service uses MSP. The other commercial service airports in the state are outside the Metropolitan Council's region, many within other MPO's like Duluth or Rochester. The Council is involved in studies being conducted by the state to examine new ground transportation like passenger rail to other cities. These project are in the infancy phase, and it is unclear if these projects will result in passengers taking ground transportation rather than air, or travel to another city in Minnesota for air carrier service. Ultimately, private industry air carriers will make decisions based on population and growth opportunities, and the Council has very little leverage on those decisions.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
109	9	Aviation	<p>We would appreciate a show of support in the TPP that the Metropolitan Council intends to:</p> <ul style="list-style-type: none"> <li>• Provide clear guidance on the long-term future of the regional aviation system, with a focus on the capacity of MSP, and what happens when MSP reaches that capacity.</li> <li>• Develop measures of airport capacity that assess not just passenger delay, but the degree to which the airport may exceed tolerable impacts on livability, human health, and the natural environment.</li> <li>• Commit to facilitating conversations with the airports across the metro area and state to maximize the efficient use of our regional and state airports and to share burdens and economic benefits.</li> </ul>	<p>All of these bullet points have been addressed in previous comments.</p> <p>Guidance and long term future of the system will be addressed in the upcoming Aviation System Plan Update.</p> <p>Staff will look at other measures to assess airport capacity and the affects on other natural and human environment.</p> <p>The Council will continue to work with MnDOT-Aeronautics, MAC and other agencies in developing other airports in the state.</p>	
119	9	Aviation	<p>p 88, Figure A-9. The map only shows the Wipline Seaplane Base on the Mississippi River as the only special purpose airplane facility shown within Dakota County. According to Minnesota Rules 8800.2600 and 8809.2700 Dakota County has seven public waters that permit seaplane operations. These are Alimagnet Lake, Byllesby Reservoir, Crystal Lake, Lake Marion, Orchard Lake, and the St. Croix River. Please provide clarification identifying why these may not be shown.</p>	<p>Comment acknowledged. The regional aviation system plan identifies airports and airport facilities in the region. While it is correct that other public bodies of water permit seaplane operations, the plan focuses on the facilities or "bases" and that is why Wipline is shown, while other waterways are not shown.</p>	
119	9	Aviation	<p>Page 88 Figure A-9. The map refers to Airlake and South St. Paul as minor airports. In the past, these airports were defined as reliever airports. Please provide explanation for the classification change.</p>	<p>The classifications have not changed since previous plans. South St. Paul Airport and Airlake Airport are classified as Minor airports in the Regional Aviation System. They are also classified as reliever airports in the NPIAS (National Plan of Integrated Airport System) the Federal system. Text above Figure A-9 on page 88 refers to the 7 reliever airports in the regional system, while fig A-9 shows which of those 7 are Minors and which is an Intermediate. Also see table I-1 on page 290 in the Aviation plan chapter for a detailed correspondence table.</p>	
109	9	Aviation	<p>p. 95, Paragraph 4 – Under B1’s Supportive Local Actions, the second bullet should be clarified to indicate the 250-foot height limit is within a designated perimeter of airports, not generally throughout the region.</p>	<p>250 feet does apply generally throughout the entire region, and in fact, the entire country, as it relates back to an FAA regulation. It is not limited to an area proximate to airports.</p>	
15	10	Equity	<p>- The existing transportation system and its planned funding for preservation, maintenance and expansion of transit oriented methods of transportation currently provide assistance at a 2 to 1 rate (financial assistance is twice as much as personal cost) for people of race and low income. The further expansion of such financial assistance through the means of reducing clearly needed transportation funding in the remainder of the system is at a point of no to limited</p>	<p>Comment acknowledged.</p> <p>The Council disagrees that the existing and planned transportation system provides benefits to people of color and low income families at a 2 to 1 rate compared to the rest of the population. The balance of evidence and data show that communities of color and low income communities have historically received less investment, received fewer benefits</p>	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
			<p>return on investment.</p> <ul style="list-style-type: none"> <li>- Since the transportation investment plan states a strong preference for transit and the interstate highway system, the remaining transportation infrastructure in these areas is largely under local jurisdiction. Preservation of this transportation infrastructure is largely a local, political decision that must be made by the city councils in those municipalities. A significant amount of regional, state and federal funds have been provided to these areas in the past 5 years.</li> <li>- The connection between transportation funding and equity is tenuous.</li> </ul>	<p>from the transportation system, and have borne a disproportionate share of impacts.</p>	
19	10	Equity	<p>Equity points assigned to areas of concentrated poverty in the regional solicitation process will result in geographic inequity in the distribution of funds because areas of outside of the core cities will not compete well.</p>	<p>The TPP notes (pp. 23) that the Council will strategically advance projects that promote regional balance and help all parts of the region receive investments. The focus on equity in the TPP is intended to create benefits for and mitigate impacts to historically underrepresented populations. Opportunities to do this exist throughout the region and in all modes. The TPP includes a work plan item to develop and refine performance measures and prioritization tools relating to equity in transportation investment.</p>	
24	10	Equity	<p>Focus on Economics: Our own investments of human and financial resources in all actions taken to execute this plan has the potential to directly and indirectly benefit or harm historically underrepresented communities.</p>	<p>Comment acknowledged. The new regional focus on equity considerations when making transportation investments will result in benefits to populations of low income and people of color.</p>	
25	10	Equity	<p>While we agree with these policies, and are particularly encouraged to see that equity concerns are playing a larger role in policy discussions, the implementation of these policies does not reflect these goals. Increased investment in diverse transportation options in the core communities of Minneapolis and Saint Paul, as well as the first-ring suburbs, would take advantage of already dense communities and transit-oriented development patterns. It would be an efficient allocation of resources to provide benefits to the greatest number of residents and businesses, which are more densely concentrated in these communities. And it would focus investments in communities that are disproportionately affected by high transportation costs, high pedestrian fatality rates, and decades of divestment.</p>	<p>Comment acknowledged. The Council supports continuing this important conversation on equity and its implementation in transportation decision-making. The City of Saint Paul brings an important perspective on this topic, with many areas of concentrated poverty within its borders. The Council also works with all regional partners to ensure that transportation investment is regionally balanced in a way that all can share in regional prosperity.</p>	
25	10	Equity	<p>The City also believes that it will be important to come up with effective performance measures for the equity goals in particular.</p>	<p>The Council agrees and has included developing performance measures and implementation actions for the equity outcome in the TPP Work Program.</p>	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
29, 97, 99, 101	10	Equity	The TPP should apply the outcomes and principles of THRIVE MSP 2040 equally to all seven metropolitan counties.	Thrive MSP 2040 outcomes and principles represent underlying values, shared throughout the region, identified and tested during extensive community engagement. The Council is committed to pursuing all of the Thrive outcomes and principles throughout the 7-county region. But the path to achieving them will not be the same for every area, because each community has unique characteristics and unique challenges. The Council will work with communities to establish indicators to measure progress toward the outcomes over time, which will inform plans and investments. This work will occur through the Work Program chapter item titled "Identifying and Refining Performance Measures for Planning and Programming."	
32	10	Equity	<p>44. Pg. 369-373, Figures C-1 through C-5: Depict planned improvements overlaid on top of Census Tracts targeted based on higher than regional average poverty rates and populations of color.</p> <p>a. According to ACS 2012 5-year data, Carver County contains two more Census tracts than depicted with poverty populations higher than the regional 9.7% average. In addition, according to pg. 374, Federal requirements allow for analysis to be conducted at the Block Group level. Carver County ACS 2012 5-year data reveals a number of block groups that contain concentrations of poverty and/or populations of color that the Council has expressed interest in serving. See attached maps of Carver County Census Tracts and Block Groups that exceed regional averages for poverty and population of color.</p> <p>b. Carver County suggests the Council should analyze demographic data at the smallest geography allowable by Federal law to most effectively achieve equity goals.</p>	<p>Comments from the Carver county led Council staff to reexamine our mapping of poverty in the region. As a result, a change was made to the mapping that will be included in the final Transportation Policy Plan. The map now identifies two categories of poverty by Census tracts:</p> <ol style="list-style-type: none"> <li>1. Where the share of residents with individual or family incomes below 185% of the federal poverty level is higher than the regional average, or</li> <li>2. Where the share of residents with individual or family incomes below 100% of the federal poverty level is higher than the regional average.</li> </ol> <p>This approach identified some additional tracts that were not previously shown. We believe that this more expansive approach will help us better identify neighborhoods experiencing poverty.</p> <p>Council staff have also checked maps Figures C-1 through C-5 and corrected any errors in tract data.</p> <p>The Council prefers to use census tracts when working with American Community Survey data because of the larger sample size and reduced margins of error associated with these survey-based estimates relative to census block groups. This approach is consistent with that of other statisticians across the country – including Susan Brower, Minnesota’s State Demographer – who are concerned about the high margins of error associated with census block group data. Statistical analysis of ACS 5-year data at the block-group level shows that for 69% of block groups in the region, data on number of households in poverty is unreliable due to sample size.</p>	Text will be clarified in Part 3 for the identification of low-income populations and the maps replaced with the new data.

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
51	10	Equity	The TPP focuses more on equity issues than in the past. It is our understanding that equity criteria will be used for future federal funding of transportation projects. Information on the criteria is not available for review and comment. Care must be taken when developing the criteria so there is not a bias to direct funding to specific areas within the Metropolitan Area. A heightened emphasis on transit corridors for Metropolitan Council assistance programs continues to direct more funding away from growing communities.	The Regional Solicitation higher-level criteria were adopted by the Transportation Advisory Board and Council in April 2014. Measures for the criteria were developed by technical modal work groups with feedback from a steering committee, project management team, and the standing technical committees of the TAB. The solicitation package was approved in September 2014 and released on October 13, 2014. Equity and Housing Performance is one of six to eight criteria, which vary by application. Each solicitation is evaluated after completion to identify needed changes. This solicitation will be evaluated after its completion in the same manner as previous processes. If the process is falling short of the desired outcome, revision and adjustment will be appropriate.	Comment not related to TPP content.
51	10	Equity	Equity issues as translated into the Housing Performance Scores will be used for determining future highway projects through the federal solicitation process. The Metropolitan Council has not determined what criteria will be used in the survey and how it will be measured to determine the Housing Performance Score, and therefore the City cannot comment on whether the anticipated criteria are reasonable or not.	This comment relates specifically to the Regional Solicitation and not to the Transportation Policy Plan. It has been forwarded to relevant Council staff. The Regional Solicitation was approved by TAB and the Council in September 2014 and was released on October 13, 2014. Each solicitation is evaluated after completion to identify needed changes. This solicitation will be evaluated after its completion in the same manner as previous processes. If the process is falling short of the desired outcome, revision and adjustment will be appropriate.	Comment not related to TPP content.
54	10	Equity	Offer mobility solutions in Racially Concentrated Areas of Poverty.	Comment acknowledged.	
54	10	Equity	The Metropolitan Council transportation working groups that evaluated housing and equity performance scores, made thoughtful, reasonable recommendations to achieve intended results without harming regional planned transportation investments. The City continues to support the determination and thoughtfulness of the work groups to produce regional balance. It is imperative that the intended outcomes are achieved by careful analysis.	The Council values the contributions of the transportation working groups as well as all expert and policy input that went into and will continue to go into developing equity and housing performance measures. This work will continue through the TPP work plan item "Equity Analysis for Transportation." The working groups referred to dealt specifically with equity and housing scores for the Regional Solicitation application which is a related but separate process.	Comment not related to TPP content.

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
59, 65	10	Equity	The Equity measures appear to be contradictory to FTA's Title VI requirements. The regional map applies a regional average while FTA requires comparison of low-income and minority populations to the system average for each agency (not the regional average). The result is that data may be skewed to show fewer concentrated areas with the regional average than with the federally required analysis.	FTA's Title VI requirements and guidelines outlined in FTA Circular C 4702.1B include different requirements and guidelines for different funding recipients, including fixed route transit providers, states, and metropolitan transportation planning organizations. Requirements for one type of recipient, such as a fixed route transit provider, do not necessarily apply to a different type of recipient, such as a metropolitan transportation planning organization. In the case of the Regional Solicitation, TAB and the Metropolitan Council are acting as the metropolitan transportation planning organization, and those applicable Title VI requirements and guidelines apply. Council staff consulted FTA civil rights staff, who confirmed that using regional averages is appropriate for a metropolitan planning organization's process.	Comment not related to TPP content.
60	10	Equity	Promote equity through provision of regularly scheduled Metro Transit bus service from targeted equity areas to regional parks' primary recreation areas.	This specific issue was explored during the development of the Draft Regional Parks Policy Plan. Through its community outreach with regard to strengthening equitable usage of regional parks and trails, the Council found that lack of awareness was one of the largest barriers to visiting regional parks by communities of color, while transportation as a barrier ranked much lower. The draft 2040 Regional Parks Policy Plan states that the Council will collaborate with transit providers to explore the feasibility of: "promoting regional parks at bus stops, promoting a transit day pass or family pass to regional parks for large special events, and adding transit stops that are convenient to regional parks and trails, where appropriate." <u>Strategy C4 in the 2040 TPP also states, "Regional transportation partners will promote multimodal travel options and alternatives... with a focus on major job, activity, and industrial and manufacturing concentrations..." Regional parks provide jobs and can be a major activity center, and as described in the supportive local action, regional park agencies should support, collaborate, and implement travel demand management policies, programs, and land use regulations in collaboration with others...."</u>	
72	10	Equity	We applaud the new direction of the TPP and the Metropolitan Council's commitment to equity as a guiding principal in all of its work. An equitable transportation system is a vital part of providing opportunity for all communities to thrive.	Comment acknowledged.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
72	10	Equity	More transparency is needed in the equity area of the TPP. The public needs to know how the region is implementing federal regulations relating to the civil rights, including Civil Rights Act of 1964, Title VI, the Americans with Disabilities Act, and other related laws. The plan does not acknowledge the importance of state and local government's ADA transition plan and the status of local governments in carrying out their individual plans.	Comment acknowledged. The Plan does not directly address, but references 1964 Civil Rights Act, Title VI compliance in the agency compliance report. The link to that report will be made available in the final TPP. Projects that advance local ADA transition plans are listed as priorities in the Bicycle and Pedestrian Investment Direction. There are no other specific ADA requirements for metropolitan planning.	Include Title VI report link on pp. 375 of the draft chapter.
99	10	Equity	Page 62 the provisions following "Focus on Preservation" and "Transit Service Planning" are exactly the same. Is this a mistake or the way the provisions are intended?	The text on pp. 62 will be rewritten to differentiate between Focus on Preservation and Transit Service Planning in line with the full description in part 3.	pp. 62 will be revised to say: Focus on Preservation: While an equity assessment of historical preservation and maintenance investments and system condition has not been performed, higher concentrations of low-income populations and people of color can be found in older areas of the region which would benefit from an increased focus on preservation. Transit Service Planning: Many of the TPP's strategies are aimed at preserving and improving the transportation system in the urban center communities, where the highest concentrations of low-income populations and communities of color are currently located.
102	10	Equity	The Metropolitan Council should reconsider its implementation strategy of reducing poverty and improving racial diversification as presented in the TPP. We know that a comprehensive set of conditions and supports needs to be in place to do this, but very few of these have to do with transportation infrastructure in general and highways in particular.	The TPP acknowledges that historically underrepresented communities have in the past borne disproportionate impacts from transportation construction. The TPP is not a comprehensive anti-poverty program. Thrive MSP 2040 recognizes that concentrations of poverty have a significant place-based dimension that have significant effects on the region as a whole. Transportation is one set of place-based investments that can act on the nature of concentrated poverty. The TPP calls for planning, constructing, and operating the region's transportation system to benefit all users regardless of race, age, income, or ability and recognizes that many strategies in the plan (identified in part 1, section G and part 3, chapter C), applied throughout the region, will move the region in that direction.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
99, 119	10	Equity	The TPP states that the proposed plan exceeds federal Environmental Justice requirements. Why, and under what authority is the Met Council proposing to exceed these requirements? The issues associated with the race, poverty, affordable housing, education gaps apply regionally to all people with low incomes regardless of if they live in a RCAP areas designated by the Metropolitan Council. The issues are complex and go well beyond government plans for land use, housing and transportation. Transit service has been available to the RCAP areas in the urban core cities of Minneapolis and St. Paul for decades, yet those areas remain. Please provide addition information on how additional transit/transportation on investment in these areas will achieve the equity goal.	On page 365 of the draft plan, Part 3 defines what equity requirements are derived from federal environmental justice requirements and which are derived from Thrive MSP 2040. Under state planning law the Council is given authority to develop the regional development guide, Thrive MSP 2040 and the related systems plans including for transportation to guide the economic and orderly growth of the region.	
99	10	Equity	The TPP objectives have not worked to improve conditions for RCAP areas in the past yet, this TPP calls for more of the exact same type of development and infrastructure throughout the region. What happens when there are no RCAP areas in or close to a community? How is it possible for such a community to attain Met Council's "accountability" objectives? How do people with low incomes that do not live in a RCAP area get to employment centers? The TPP does not address this at all. Page 18 notes: "Access to jobs and opportunity is an issue of equity." There are many employment centers located outside of the "urban core" yet there is virtually no discussion in the TPP about how to link people in the RCAP and other areas to employment opportunities outside of the "urban core."	<p>The TPP acknowledges (as the previous one did) that historically underrepresented communities have in the past borne disproportionate impacts from transportation construction.</p> <p>The TPP is not intended to be a comprehensive anti-poverty strategy. Thrive MSP 2040 recognizes that concentrations of poverty has a significant place-based dimension that has significant effects on the region as a whole. Transportation is one set of place-based investments that can act on the nature of concentrated poverty.</p> <p>The TPP calls for planning, constructing, and operating the region's transportation system to benefit all users regardless of race, age, income, or ability and recognizes that many strategies in the plan (identified in part 1, section G and part 3, chapter C), applied throughout the region, will move the region in that direction.</p> <p>Part 1, section C discusses access to employment as an issue and challenge of equity. Several strategies including C17, D1, and F2 explicitly discuss linking people of all races, ages, incomes, and abilities to employment and other opportunities.</p> <p>The environmental justice quantitative analysis discusses accessibility to employment by race for the current revenue scenario.</p>	<p>On page 35, add the following paragraph, after the first paragraph:</p> <p>An example in our region was development of I-94 through the Rondo neighborhood in St. Paul. The freeway completely severed a historically vibrant and thriving African-American neighborhood, which both destroyed community connections and eliminated opportunities for financial prosperity, as residents were separated from businesses and services, and those businesses were separated from a key market, necessary to their success. Were the project proposed today, it would probably fail on the grounds that it disproportionately affected a historically underrepresented community.</p> <p>While some may argue that our institutions don't propose projects like what happened in Rondo anymore, it's important to understand that transportation investments must connect communities and enhance access to opportunities rather than disconnecting them, and making it more difficult to access jobs and opportunities. And it's also important to assure that the people potentially affected by these projects and investments have an opportunity to assess the impact on their own communities to influence the ultimate decision.</p> <p>Another example of highway infrastructure that provides important connections in this region, but also has an unintended consequence of creating a barrier for area residents is along Highway 77 in</p>



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					Bloomington. The numerous, good-paying jobs available at the Mall of America are exceedingly difficult for residents just west of the Highway 77/ Interstate 494 interchange to access. A project to create a roadway from that neighborhood to the mall and surrounding businesses provided a safe solution to that barrier - for motorists, transit, bicyclists and pedestrians. This is a great example of an innovative solution that mitigated the impact of the larger transportation system project. Without these considerations, whether near an area of concentrated poverty or simply involving a portion of a community that could benefit from access to jobs and commerce, our investments may not be achieving equitable outcomes.
99	10	Equity	The generalized statements throughout t the TPP are inconsistent and in conflict within the Plan as well as the Thrive MSP 2040 Plan. The TPP contains little factual data but relies on generalizations and percentages to support conclusions. Factual data should be the basis of the Plan with sources noted and identified. Without the• actual data, generalized statements and use of percentages may be misleading. The lack of consistency and factual data to support statements and conclusions undermine the credibility of the Plan. Some examples of this follow: Page 30, "The lack of access to more frequent and convenient transit disproportionately affects historically underrepresented populations such as those with low incomes, persons with disabilities, and communities of color..." Yet in a different part of the TPP (pg. 61), it states "People of color, low-income residents, and people with disabilities currently use the regional transit and pedestrian systems at higher rates than the general population..."	The statements in the comment are not in conflict: Lack of access to transit disproportionately affects populations reliant on transit. The TPP will be revised to include source of data (2010 TBI) supporting statements about transit use among historically underrepresented populations.	Updated part 3 with references to data from 2010 TBI to support assertions of disproportionate use by people of color, people in low income families, and people with disabilities.
105	10	Equity	The goals of transit-oriented development and regional equity are important and the Council is in a good position to address them.	Comment acknowledged.	
109	10	Equity	The City is supportive of the Metropolitan Council's position to not just adhere to federal regulations, but to set higher aspirations with regards to environmental justice. The demographic changes facing our region mean that this is not just about fairness, but about the future of the population and governance of this area. Deliberate steps need to be taken to advance this concept across the board, for the benefit of everyone.	Comment acknowledged.	

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111	10	Equity	Support the inclusion of equity in the document. We encourage a robust and broad based engagement process to carry out the Work Program item on equity. This Work Program item should review the proposed performance measures because of the complexity and importance associated with this element of the TPP.	Comment Acknowledged.	
109	10	Equity	p. 61, Paragraph 2 – There is support for this expanded approach to equity and environmental justice. However, more detail is needed regarding how equity considerations will be used to evaluate and prioritize projects.	Support acknowledged. This 2040 Transportation Policy Plan establishes the importance of an expanded approach to equity and environmental justice to begin the regional discussion about how to better address the impact of transportation investments on communities of color and the existing disparities for people of color in our region. The Work Program in this document includes several items that will more fully explore these issues in the next few years.	
109	10	Equity	p. 310, Paragraph 1 – How is this work plan reflected in the overall plan budget?	The Work Plan in the TPP does not include dollar values or a budget. The Metropolitan Council's budget is approved annually and includes items in the Unified Planning Work Program (UPWP), a federally-required document outlining the expected federal contribution to the long range transportation planning program (80% of the total) and local match (20%). Products found in the Work Program will be included in a future UPWP document with dollar values included.	
109	10	Equity	p. 317, Paragraph 3 – The evaluation of outcomes related to spending by race and income probably should mention a geographic component (e.g. for RCAPs), as is most likely intended. Additionally, may want to include reference to evaluation of air quality impacts.	The Work Program study item on "Equity Analysis for Transportation" will further refine the specific measures and scope of any geographic components as the study work scope is developed.	
109	10	Equity	p. 373, Paragraph 1 – The series of maps showing the overlaying of planned projects with RCAPs is a useful analysis at the macro level. Has there been any thought to how to address micro level impacts, for instance during the construction phase?	Language recommending expanding the geographic location of projects as well as of their positive benefits and negative impacts at the local and project level was added to the text. There is extensive federal guidance on performing project-level environmental justice analysis.	Added text on pp. 368 The following series of figures identifies the populations of color and low-income residents in the Twin Cities region, as well as the highway, bicycle system and transit investments within those areas. <u>Analysis of the location of projects relative to historically underrepresented communities, as well as the location of their positive benefits and negative impacts is also recommended at the local level.</u>

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109	10	Equity	p. 94, Paragraph 2 – Under A3, when making decisions on how to adjust underperforming bus routes, the phrase “also consider the impacts and benefits to low-income groups and people of color” is too low of a bar for this analysis. Instead, the standard should be that “no changes are made to a route that negatively impact low-income groups and people of color”.	All transit agencies will continue to adhere to Title VI standards regardless of the language of the strategy. The proposed comment would set the bar for impacts significantly higher than Title VI requires. The proposed comment would also not allow consideration of the positive effects of potential changes.	
109	10	Equity	p. 104, Paragraph 4 – Shouldn't this list of goals be inclusive of equity as well?	Under federal Environmental Justice requirements equity must be a factor considered for all regional transportation investments. However, the work on identification of the most important highway investment factors conducted during the development of the draft TPP which included a policy maker workshop and stakeholder and public responses to ranking important investment factors or criteria, did not result in equity being a high ranking factor for principal arterial highway investments in these exercises. Equity is a high ranking factor for transit and transitway investments. One of the questions that arose during the plan development was how equity should be most meaningfully considered when prioritizing all PA investments. This issue will continue to be explored in the Work Program study item Equity Analysis for Transportation.	
109	10	Equity	Questions of equity are of particular importance when designing the transit system. The City of Saint Paul believes that more work should be done studying demographics, transit ridership, and walkable urban communities, as a cohesive unit.	Comment acknowledged. The TPP calls in part 3 for a work program study that will in the next planning cycle develop more robust methods of analyzing the benefits and impacts of transportation investments by race and income to aid in using equity as an investment prioritization factor.	
109	10	Equity	p. 118, Paragraphs 3 and 4 – E6 and E7 need “supportive local actions” sections, as the other topics have; this is a complicated issue and needs more clarity	Both in the Work Program (pp 318) and Part 3 (375) the Council commits to further development of equity analysis including public engagement. These efforts will produce more specific supportive local actions.	
4	10	Equity	Plan does not adequately address issues of underrepresented populations and access to transportation choices.	Comment acknowledged. The Plan, drawing on the analysis done in Choice, Place, and Opportunity: and Equity Assessment of the Twin Cities Region has done an analysis of the effects of plan strategies and investments on historically underrepresented populations. This analysis can be found in Part 3: Equity and Environmental Justice. The Council acknowledges that this is a work in progress and includes a work program item in the plan to improve analysis of the effects of investments on historically underrepresented populations and to help in incorporating equity into prioritization and performance measurement.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
109	10	Equity	p. 365, Paragraph 1 – The equity issue is about more than just fairness. Demographic projections show that people of color will be an increasing percentage of the population for years to come. As they are also significantly younger on average than the remainder of the population, they will be driving growth and change in the future. It is therefore in everyone’s best interest to support improvements that will provide them more access to jobs and opportunities.	Comment acknowledged.	
111	11	Work Program	While the narrative about the transit system structure is useful, what are the measurable goals to be achieved?	The Work Program item on "Identifying and Refining Performance Measures for Planning and Programming" will address performance measures for the plan's goals and objectives (see page 315).	
109	11	Work Program	p. 310, Paragraph 1 – The text states it does not include all ongoing work items the Metropolitan Council does. If available, should add a link to where this information can be found. For one thing, does this ongoing work include additional travel demand model updates and results for alternative scenarios, as the Thrive 2040 process suggested would be ongoing in 2015?	The ongoing work of the Metropolitan Council can be found in the Unified Planning Work Program (UPWP), including travel demand model updates. The Work Program in the Transportation Policy Plan is a list of projects that should be completed before the next Plan update.	
17	12	Greenhouse gas	While the plan mentions “reducing vehicle trips”, there is no analysis in the plan of whether the scenarios presented will increase or decrease emissions from our regional transportation system.	This analysis can be found in Part 3: Performance Evaluation, pp. 332-333	
72	12	Greenhouse gas	The TPP does not include a greenhouse gas reduction plan that outlines clear and measurable outcomes. The TPP passes the problem onto local governments without acknowledging the federal and state requirements for the Metropolitan Council (and the State of Minnesota) to reduce greenhouse gas emissions and improve air quality. A Metropolitan Council inventory such as the Regional Indicators Initiative is long overdue and will be quite helpful.	Regional data on greenhouse gas emissions was not available at the time of preparation of the plan. The TPP includes a work plan item to develop specific strategies for meeting Next Generation Energy Act targets and to inventory regional greenhouse gas emissions.	
90	12	Greenhouse gas	Support for the Metropolitan Council's plans to conduct a regional inventory of greenhouse gas emission sources with strategies to reduce emissions long- and short-term, and to conduct additional equity analyses on transportation related issues.	Comment acknowledged.	
126	12	Greenhouse gas	The minimal approach to climate change in the TPP is disappointing. The TPP should include a statement that reflects the commitment undertaken by the Council in Thrive to study how it can use its regional planning authorities to deal with its regional responsibility to mitigate climate change.	The TPP contains a work plan item committing the Council to develop specific strategies to reduce greenhouse gas emissions and mitigate climate change as called for in Thrive MSP 2040 and the Next Generation Energy Act.	

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26	12	Performance Measures	If plan emphasizes a performance-based approach, then only economically efficient projects should be funded - cost benefit analyses should be done.	Benefit-cost analyses are conducted by MnDOT and other agencies on a project level. Given the long-term nature of the region's 2040 Transportation Policy Plan, the detailed data necessary for a benefit-cost analysis has typically not yet been developed, on either the benefit or cost sides of the equation. Several of the strategies in the TPP do call for cost-effectiveness to be a consideration in the development and programming of projects. However, input from policymakers, transportation professionals and the general public during the 2040 TPP public engagement process did not identify economic efficiency as a factor important in prioritizing highway system investments.	
32	12	Performance Measures	<p>1. Pg. 24: Provides definitions of goals, objectives, strategies, and performance measures suggesting the former three should align and support the goals. Pg. 25-37: Identifies goals and objectives, performance measures are suggested, and strategies are absent. The current format, which omits strategies in this section and lacks a consistently clear connection of performance measures to the goals or objectives, results in a document that is difficult for practitioners to interpret.</p> <p>a. Carver County suggests the following to improve the usability of the TPP:</p> <p>i. Include a list of the implementation strategies identified later in the TPP following each objective to communicate the defined alignment on pg. 24.</p> <p>ii. Clarify whether measures are connected to goals or objectives.</p> <p>iii. Clarify how the measures will be used to impact decision making.</p> <p>iv. Define who will determine the measures.</p> <p>v. Define who is responsible for moving measures in the desired direction and the consequences of not moving measures in the desired direction.</p> <p>vi. Define whether measures will be considered from purely a regional perspective, or be narrowed to understand local dynamics.</p>	<p>The final version of the Transportation Policy Plan will have more guidance for users about the information in the plan. Thanks for the feedback that it can be difficult to navigate. This update of the plan takes the first steps to making it a performance-based plan, as required under MAP-21 (federal transportation law). The work plan identifies tasks to further refine the performance measures and set targets that will be reflected in the next update. So the goals and measures are still a work in progress.</p> <p>The measures in the introductory section of the plan were included as possible examples to illustrate what might be used. To see the actual measures used for each evaluation, go to the Transportation System Performance Evaluation chapter later in the plan.</p> <p>The U.S. DOT identifies performance measures for the national goal areas of safety, infrastructure condition, congestion reduction, system reliability, freight movement, environmental sustainability, project delivery, and transit state-of-good repair. The Council may use additional performance measures to address local priorities.</p>	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
90	12	Performance Measures	Page 28: Another performance measure for the Safety and Security goal could include the number of incidents reported by or to Transit Police, including actual crimes and reports of suspicious persons. To take an equity lens, address whether crime reports are disproportionately distributed on specific populations by race, age, or location.	Comment acknowledged. The Work Program includes studies to identify and refine performance measures and to begin the on-going data collection to support the use of performance measures particularly in the areas of safety and equity. These suggestions will be included in those studies and the Council will welcome further agency and public involvement.	
90	12	Performance Measures	Page 30: The first performance measure for the Access to Destinations goal could include a break out of the "average annual hours of delay per capita" by mode, specifically for personal cars versus transit. The delays for transit could measure the hours of delay based on scheduled route time.	Comment acknowledged. The Work Program includes studies to identify and refine performance measures. These suggestions will be included in those studies and the Council will welcome further agency and public involvement.	
90	12	Performance Measures	Page 32: The performance measure for the Competitive Economy goal could include a break out of the "average travel time to reach job concentrations during rush hour" by mode.	Comment acknowledged. The Work Program includes studies to identify and refine performance measures and data collection for those measures. These suggestions will be included in those studies and the Council will welcome further agency and public involvement.	
90	12	Performance Measures	Page 35: Another performance measure for the Healthy Environment goal could include the dollars Metropolitan Council invested (for transit or otherwise) in concentrated areas of poverty or racially concentrated areas of poverty. •	Comment acknowledged. The Work Program includes studies to identify and refine performance measures and to begin the on-going data collection to support the use of performance measures, particularly in the area of equity. These suggestions will be included in those studies and the Council will welcome further agency and public involvement.	
90	12	Performance Measures	Page 37: Another performance measure for the Leveraging Transportation Investment to Guide Land Use goal could include the change in property values or tax capture within ½ mile of transit stops compared to the building or population density (e.g., FAR, population or employees per geographic unit, etc.).	Comment acknowledged. The Work Program includes studies to identify and refine performance measures and data collection for those measures. These suggestions will be included in those studies and the Council will welcome further agency and public involvement.	
91	12	Performance Measures	None of the performance measures put forth in the plan address freight movement.	Two performance measures are anticipated to be defined by USDOT in the area of freight movement to address the federal goal "To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development". USDOT anticipates releasing final rules on the measures in the second quarter of 2015, along with guidance on setting targets for these measures. Until such time that the final rules are released, placeholders have been used in the plan to indicate intent. The placeholder measures addressing annual hours of truck delay and a truck reliability index are listed on page 321.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
102	12	Performance Measures	The TPP should include a comprehensive investment plan for the regional highway system that fully correlates to these federal performance measures and leads to improvements on this system necessary to achieve an increase in the level of mobility and a decrease in the rate of crashes in 2040.	<p>USDOT is expected to release final performance measures after the required rulemaking process. This is anticipated to occur during the second quarter of 2015. MnDOT will then have a year to set state targets for the performance measures, and subsequently the Metropolitan Council will have 180 days to set targets for the region. At this point in time it would be premature to postulate what the performance measures may be for mobility and how they can be affected.</p> <p>Data on crashes in the metropolitan planning area indicate that the number and rate of crashes is declining. The Notice of Proposed Rulemaking on the safety related performance measure released by USDOT in early 2014 indicated that the measures would likely be rolling 5-year averages of fatality and serious injury rates. The tabulation of available data in this format can be found on page 326 of the Draft TPP. But briefly, the data shows a continuous decline in the rate of fatalities from 5.7 between the years 2004 and 2008, to 4.2 for the years 2008 through 2012. Likewise, the data shows a continuous decline in the rate of serious injuries from 28.9 between the years 2004 and 2008, to 17.9 for the years 2008 through 2012.</p> <p>Penalties in MAP-21 for failing to make progress toward performance measure targets are linked to pavement condition of Interstate system and condition of NHS bridges.</p>	
99	12	Performance Measures	Under E1, Healthy Environment there is a statement that "currently Minnesota is not on track to meet 2015 goals." Since the TPP is a regional plan, there should be information discussing the region in addition to or in place of state reference.	Greenhouse gas inventory data is not currently available at the regional level. The TPP includes a work plan task to complete a regional greenhouse gas emission inventory.	

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111	12	Performance Measures	Qualitative goals for the transportation system (all modes considered together) are outlined. Why are there not more specific and quantifiable goals, and goals for each mode?	Over 150 potential performance measures covering all modes were developed and considered during the development of the Draft Transportation Policy Plan. They were assessed in the areas of specificity, measurability, inter-agency consensus, and realism. The data for the measure should be available on a regular basis, preferably annually. Observed data was preferred over model data. It was recommended by MnDOT's performance measure experts and a consultant assisting the Council in guiding the conversion of the plan to a performance-based planning process to "smart small" and continues adding and refining performance measures as we gain experience and learn which measures help the decision-making process. The Work Program in the TPP includes a task for the intervening period before the next plan update to further refine the performance measures and develop targets.	
119	12	Performance Measures	p 92 Strategy A1 is vague and should be defined for highways, bridges, etc. This would be a good location to reference MAP-21 performance measures.	The intent of Strategy A1 is to build consensus that maintaining the existing system is critical for the regional transportation system. The infrastructure that has been built by the various jurisdictions and agencies around the region must not be neglected to allow for the construction of new and/or bigger facilities. To do so would be a waste of past investments and public dollars. It is purposefully left somewhat vague to allow the regional transportation partners the opportunity to assess what is needed to preserve, maintain, and operate their transportation systems. Text will be added linking Strategy A1 to MAP-21's Infrastructure Goal area and the national goal "to maintain the highway infrastructure asset system in a state of good repair"	On page 92 add the following paragraph after the first paragraph in Strategy A1:  The federal legislation Moving Ahead for Progress in the 21st Century Act (MAP-21) also recognized the importance of maintaining the existing transportation system. One of the seven national goals on which the Federal-aid highway program should focus is infrastructure condition. <u>In that area the national goal is to maintain the highway infrastructure asset system in a state of good repair.</u> The USDOT is to develop measures by which states can assess the condition of pavements on the Interstate Highways and National Highway System and the condition of bridges on the National Highway System. These measures are scheduled to be released in the second quarter of 2015.
109	12	Performance Measures	p. 26, Paragraph 3 – In Transportation System Stewardship, some additional examples could be added under the measuring performance section to include condition of non-motorized facilities, freight rail track condition, and adequately maintained bus stops.	The measures in the introductory section of the plan were included as possible examples to illustrate what might be used. To see the actual measures used for each evaluation, go to the Transportation System Performance Evaluation chapter later in the plan.	



Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
109	12	Performance Measures	p. 30, Paragraph 4 – Miles of bikeways or miles of sidewalks could be added in the measuring performance section for Access to Destinations. These standards also should recognize the function and performance of trails that serve a transportation function as well.	The measures in the introductory section of the plan were included as possible examples to illustrate what might be used. Performance measures will continue to be developed as indicated in the Work Program.	
109	12	Performance Measures	p. 30, Paragraph 4 – There is no performance standard to measure the change in transit/walk/bike mode share in objective D. This is a question that frequently comes up from policy makers and the media, and it is important to measure it, even if the data is not available on an annual basis. The number of transit riders does not measure mode share.	The measures in the introductory section of the plan were included as possible examples to illustrate what might be used. The Transportation System Performance Evaluation in Part 3 includes both the anticipated change in mode share under the Current Revenue Scenario as well as transit ridership. Performance measures will continue to be developed and refined under the Work Program item “Identifying and Refining Performance Measures for Planning and Programming”. This TPP is a first step in converting the plan to a performance based format and it was recognized that additional work was needed on the performance measures.	
109	12	Performance Measures	p. 32, Paragraph 3 – In Competitive Economy, tons of freight (both barge and freight rail) moved could be added as a performance measure.	The measures in the introductory section of the plan were included as possible examples to illustrate what might be used. To see the actual measures used for each evaluation, go to the Transportation System Performance Evaluation chapter later in the plan. Performance measures will continue to be developed and refined under the Work Program item “Identifying and Refining Performance Measures for Planning and Programming”. This TPP is a first step in converting the plan to a performance based format and it was recognized that additional work was needed on the performance measures.	
109	12	Performance Measures	p. 37, Paragraph 5 – Under Measuring Performance, the second bullet is vague as to how the data would be used. Is it a positive or negative indicator to have a large number of intersections within a square mile?	The measures in the introductory section of the plan were included as possible examples to illustrate what might be used. To see the actual measures used for each evaluation, go to the Transportation System Performance Evaluation chapter later in the plan. The density of intersections in an area is an indicator of the street pattern. This directly impacts the connectivity of the street system affecting vehicle-miles-traveled and non-motorized mode share. A higher number of intersections typically indicate an improvement in connectivity and studies have shown it to reduce VMT and increase walk and bike trips. As the plan includes objectives to reduce transportation related air emissions (largely driven by VMT) and increase the attractiveness of biking and walking, greater densities of intersections per square mile would be a positive indicator.	

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109	12	Performance Measures	p. 320, Paragraph 5 – When new federal targets are identified and released, will they be incorporated into the plan? It seems that this might be useful to have in the chapters, to provide accountability and context for how decisions are made and results are tracked.	<p>The USDOT will be releasing performance measures after the required rulemaking process. This is anticipated to occur during the second quarter of 2015. MnDOT will then have a year to set state targets for the performance measures, and subsequently the Metropolitan Council will have 180 days to set targets for the region. MAP-21 requires that the TPP incorporate the performance measures and the Council adopted targets. These measures and targets form the basis of the MAP-21 required System Performance Evaluation, as well as for the system evaluation for the Transportation Improvement Programs.</p> <p>It is anticipated that the measures and targets will be amended into the plan at such time as the plan is amended for some other project or action. Language to this effect will be added to the TPP.</p>	<p>Add to end of first paragraph at the top of page 320 in Part 3:</p> <p><u>“The USDOT defined performance measures and the targets for these measures will be amended into the Transportation Policy Plan as soon as reasonable.”</u></p>
109	12	Performance Measures	p. 322, Paragraph 4 – For some indicators with only one year of data reported, there is not yet a trend to track. What is the intent regarding the frequency of reporting on an ongoing basis? Is it annually?	<p>MAP-21 requires that the TPP include a System Performance Evaluation to document progress towards the targets set by the Metropolitan Council. As such, the maximum time period between reporting intervals is four years. The Work Program identifies two related tasks to refine the performance measures and to develop a data collection program. The Metropolitan Council <i>Performance Based Transportation Planning</i> study recommends that most performance measures be updated on an annual basis. Text will be added to the data collection work program task to clarify the reporting schedule.</p>	<p>Add following text to Work Program item Data Collection to Support Performance-Based Planning and Programming on page 315:</p> <p><u>The Metropolitan Council <i>Performance Based Transportation Planning</i> study recommends that most performance measures be updated on an annual basis. The schedule for updating data for all performance measures needs to be identified. Such a schedule should consider data availability, timing of data sources, lag time of data sources, etc. The format for reporting data and progress towards targets (once set) should also be developed. This does not replace the Transportation System Performance Evaluation that is prepared prior to each plan update, but supplements that document in intervening years.</u></p>

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
109	12	Performance Measures	<p>p. 326, Paragraph 1 – How does the analysis predict a change in the number of crashes? The plan states the funded projects will have a net benefit, but doesn't explain how.</p> <p>p. 331, Paragraph 5 – Are there any possible measures for rail system performance anticipated?</p>	<p>The method is the same as was used previously in the Principal Arterial Study. Accident rates (crashes per vehicle-mile-traveled) cross-classified by functional class and area type are applied to the vehicle-miles-traveled in each of the functional class/area type cells. The reduction in crashes is a result of shifts of VMT from higher accident rate conditions to lower rate conditions. Text generally describing this methodology will be added to the TPP.</p> <p>Two rail related performance measures were considered in development of the final list of measures. Those two measures were as follows:</p> <p>Number of Parcels Accessible by Rail; and Percent of Class 1 Railroad Tracks Operable at 25 MPH or Above.</p> <p>These two measures were not ranked highly by the committees involved in assisting in developing the plan (Partner Agency Work Group and Policymaker Task Force). Because of the low ranking and the limited affect regional transportation policy would have on affecting the measures, these measures were not carried forward in this plan. This decision can be revisited in the Work Program item to Identify and Refine Performance Measures.</p>	<p>Add the following text after the current sentence in the investment plan analysis section at the very bottom of page 326 regarding crashes:</p> <p><u>The change in projected number of crashes was developed using crash rates per vehicle-mile-traveled (VMT) categorized by road type and urban/rural area type. The crash rates were applied to the VMT from the 2040 TIP scenario and the VMT from the 2040 Current Revenue Scenario to quantify the projected number of crashes under each scenario.</u></p>
109	12	Performance Measures	<p>p. 345, Paragraph 2 – The TTI analysis is interesting. Are there any implications or best practices coming from cities that outperform the Twin Cities?</p>	<p>The TTI Urban Mobility Report data is provided to put the Twin Cities congestion levels into perspective compared to peer regions. The variables that impact any given region's daily VMT and travel time variability are numerous. The region's relationship with the peer regions will continue to be monitored. Any significant shift in the region's ranking in these measures will be reviewed under the Identifying Performance Measures and Data Collection study items listed in the Work Program.</p>	
109	12	Performance Measures	<p>p. 96, Paragraph 3 – Under policy B3, could indicate that safety data should consider safety implications for all modes, including bicycle and pedestrian.</p>	<p>The text for Strategy B3 does specify that the Council will work to use data to identify safety priorities "that address the highest needs for all modes." This includes bicyclists and pedestrians.</p>	
25	Whole	Support	<p>The City of Saint Paul, as stated during the THRIVE review period, believes that these principles and outcomes represent the right direction for our region.</p>	<p>Support acknowledged.</p>	
55	Whole	Support	<p>Strongly support the TPP and the direction the Met Council is leading the plan toward.</p>	<p>Support acknowledged.</p>	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
57, 58, 64, 79, 82, 96, 103	Whole	Support	I'm emailing to express my support for the direction the Met. Council has taken in the draft Transportation Policy Plan. I was very happy to see the call for greatly expanding transit, bicycling, and walking options across the region, as well as a focus on more compact, pedestrian-friendly development patterns. This makes good economic and environmental sense.	Support acknowledged.	
61	Whole	Support	MAC agrees with the policy statements in the TPP. Some text and data edits will be provided to the appropriate staff.	Support acknowledged and will work with MAC staff about edits.	
65	Whole	Support	The TPP takes a more balanced, multi-modal approach in transportation policy than previous plans. This approach leverages transportation dollars to serve all modes.	Support acknowledged.	
69	Whole	Support	Catholic Charities supports the Metropolitan Council's focus on equity as a key outcome for this plan. Offering additional and improved access to transit will mean that more people will be able to choose where to live and work and how to attend to the other obligations of everyday life. - A better transit infrastructure will help ensure that everyone in our region, particularly low- and middle-income Minnesotans, can connect their housing with employment opportunities.	Support acknowledged.	
72	Whole	Support	We applaud the statement: "any new state transportation funding package should include additional funding for bicycle and pedestrian infrastructure." The emphasis on Complete Streets implementation or streets that "consider all users" is critical to the creation of more livable communities across the region.	Support acknowledged.	
81	Whole	Support	I'm writing to express my support for the Met Council's efforts to give more people the option to bike, walk, or use transit to get around. It will be wonderful if it becomes easier for people to live in walkable communities. A move away from the days of sprawl, traffic congestion, and roads too dangerous for pedestrians to cross will make all our lives better. Greater density and more transportation choices will help our economy and our environment. Please continue to help the Twin Cities move forward instead of returning to the failed policies of the mid-twentieth century.	Support acknowledged.	
88	Whole	Support	Support for the Council's work in the areas of equity and healthy environment.	Support acknowledged.	
111	Whole	Support	Staff appreciate the overall change in tone and the content changes identified within the transit investment chapter.	Support acknowledged.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
118	Whole	Support	CTIB appreciates the Council's incorporation of many of the Board's previously submitted comments on the draft TPP, especially the inclusion of the CTIB Program of Projects in the current revenue scenario of the transit investment plan. Through the Board's adopted Program of Projects Investment Strategy, CTIB will invest an additional \$1.66 billion over the next 10 years to complete the Southwest LRT, Bottineau LRT, Orange Line BRT, Gateway BRT, Red Rock transitway, Riverview transitway and Robert Street Corridor transitway projects. In this same time period, the Board will invest an additional \$65 million in efficiency, safety, ridership and capacity improvements to existing transitways. These Board investments, combined with an additional \$1.67 billion in federal funding, \$461 million in state funding and \$427 million in local funding, will accelerate completion of Phase 1 of a long-range vision for a region-wide network of connected transitways that acts as a catalyst for economic development and increased system-wide transit ridership.	Support acknowledged.	
118	Whole	Support	We would also like to thank the Metropolitan Council members who have been meeting with CTIB Board members over the past few months to discuss issues of mutual interest. This extra time and effort resulted in a greater level of understanding between our two organizations. We feel confident that this joint approach will lead to a stronger long-range plan for transit expansion in the region.	Support acknowledged.	
118	Whole	Support	We also appreciate the added recognition in the most recent draft of the strong partnership between CTIB and Metropolitan Council and our joint role in transitway expansion in the Twin Cities Metropolitan Area. As the region's largest funder of transit expansion projects, the Board values its partnership with the Metropolitan Council as a transitway implementing agency. Together, the transit investments we fund and deliver will increase access to jobs, serve transit dependent populations, improve regional mobility and enhance transit service throughout the region.	Support acknowledged.	
120	Whole	Support	TPP wisely calls for greatly expanding transit, bicycling, and walking options across the region and focusing on more compact, equitable, pedestrian-friendly development patterns	Support acknowledged.	
120	Whole	Support	The Council's proposed approach in the draft TPP responds to the changes of travel behavior.	Support acknowledged.	

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120	Whole	Support	TLC believes that cities that want to access the funding streams available through the Met. Council (federal transportation, Livable Communities, and others) should be required to plan, zone, and invest in ways consistent with Met. Council plans. We support the density thresholds in Thrive and the Draft TPP.	Support acknowledged.	
90	Whole	Support	Page 131: MDH supports the language "A Complete Streets policy is recommended to balance the needs of all users in transportation decision making." This was a recommendation directly from MDH's 2012 Healthy Planning report, which assessed the last round of developed community comprehensive plans.	Support acknowledged.	Text added on page 153 of the draft as follows: "As noted at the outset of this chapter the Current Revenue Scenario contains only those revenues that are dedicated and based on past experience and current laws and allocation formulas. It does not include special funding programs such as the state's Corridor Investment Management Strategy (CIMS), Transportation and Economic Development (TED), and the Corridors of Commerce (CoC) programs."
119	Whole	Support	Support of Council policy and direction in a variety of areas.	Support acknowledged.	
122	Whole	Support	Thank you for the opportunity to comment on the 2040 Regional Transportation Policy Plan (TPP). We believe this innovative plan positions the region to apply its available resources to future improvements that will most effectively benefit all users of the Twin Cities transportation system. The Council should be commended for developing a multi modal, performance based plan that should serve the region well today and in the future. Overall, we believe the proposed 2040 TPP sets the right investment direction in terms of positioning the Twin Cities Metro area for that future.	Support acknowledged.	
22	Whole	Support	Support your plan to increase public transportation options in Dakota County, especially the plan to extend the Red Line to 181st Street.	Support acknowledged.	
25, 72, 86, 90, 109, 111	Whole	Support	Support for land use expectations around transit investment. The Met Council is the right agency to convene a conversation about regional economic development priorities. The emphasis on transit-oriented development in the Transportation Policy Plan is appropriate, but expectations of development densities should be strengthened in the language in the draft TPP. UMN Professor Yingling Fan's research on Transit and Job Accessibility has shown that concentrating jobs around transit is a more effective strategy at enhancing transit accessibility for the region than concentrating housing around transit. The Metropolitan Council should play a stronger role in bringing together seemingly disparate groups in an economic development strategy conversation that goes	As indicated in Thrive MSP 2040, the Council will collaborate with regional partners to develop a shared vision and strategic priorities to advance regional economic competitiveness ( <i>Thrive MSP 2040</i> , p. 72). Its own investment focus will remain on the underlying infrastructure and services that further regional competitiveness, but aligning this investment with partners' efforts is a priority.  Development expectations around transit investments, including densities and job concentrations, will be further detailed in documents following the Transportation Policy Plan and in the Council's TOD Policy and other documents.	

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			beyond real estate and marketing, to focus on key investments including those in transportation systems. The high densities that are being recommended for Urban Core communities need to be supported by corresponding policies around TOD funding.		
122	Whole	Support	MnDOT Metro District has worked closely with the Metropolitan Council and regional partners in updating the TPP. A similar level of collaboration went into the creation of the Minnesota State Highway Investment Plan (MnSHIP) in 2013. Like the TPP, MnSHIP calls for a mobility investment strategy that uses active traffic management, lower-cost/high-benefit projects, and additional managed lanes/strategic capacity enhancements to help mitigate congestion in the region. These strategies were shaped by a number of joint MnDOT-Met Council planning efforts. The course(s) of action laid out in both plans will enable MnDOT to stay focused on addressing the challenges it faces in its efforts to enhance MnDOT's financial effectiveness.	Support acknowledged.	
86	Whole	Support	If major transit way investments are to be made to a community, it is only fair to the tax payer and region to require minimum land use requirements as a condition of receiving that investment.	Support acknowledged.	
122	Whole	Support	The TPP will not only allow MnDOT Metro to continue to invest in those types of multi-modal projects with the highest return on investment, it will also help to ensure that we stay focused on our performance driven goals and objectives, and on the four key focus areas articulated by MnDOT Commissioner, Charlie Zelle: <ul style="list-style-type: none"> <li>• Enhancing and connecting communities</li> <li>• Supporting business, and contributing to the economy</li> <li>• Taking care of what we have</li> <li>• Carefully managing limited state resources</li> </ul>	Support acknowledged.	
109	Whole	Support	The City supports the Metropolitan Council's recognition within the TPP of the evolving role of Modern Streetcar in the regional transitway system and supports the Metropolitan Council's ongoing work to develop regional policy on Modern Streetcar. The City has already committed significant resources to the study of the Nicollet-Central streetcar line. The Minneapolis City Council has approved a long-range network and the LPA for an initial line along with the creation of the Value Capture district for funding. The City of Minneapolis supports the inclusion of the Nicollet-Central Modern Streetcar	Support acknowledged.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
			as a "Modern Streetcar Acceleration Opportunity" within the "Current Revenue Scenario." The City is also committed to forwarding other streetcar studies, including Midtown and West Broadway.		
109	Whole	Support	The City supports the Metropolitan Council's evaluation of bus rapid transit as a mode, and the consideration of it as part of larger multimodal regional transit system.	Support acknowledged.	
109	Whole	Support	Page 249, Paragraph 2 – The City of Minneapolis supports including Penn Avenue North and Emerson-Fremont/Chicago as arterial BRT projects within the current revenue scenario.	Support acknowledged.	
109	Whole	Support	We support the concept that the region as a whole needs a fully integrated approach to planning for the future which incorporates all of the regional systems - including transportation, housing, water, and parks. We recognize that this document does call out some connections to the other policy plans, and call for even further recognition of the interrelationships between these systems (and within the body of each policy plan). For instance, project prioritization and funding should provide an advantage to projects that meet multiple goals across the systems.	Support acknowledged.	
109	Whole	Support	p. 251, Paragraph 4 – The City of Minneapolis supports the inclusion of the Nicollet-Central streetcar project in the acceleration opportunities within the current revenue scenario and expects that this project will be amended into the TPP in 2015.	Support acknowledged.	
97	Whole	Support	Support Bus Rapid Transit in Goals C 11 and C 12. The identified Gateway Corridor will greatly benefit the region as well as the City of Woodbury.	Support acknowledged.	
124	Whole	Support	Support for the contents of the TPP.	Support acknowledged.	
126	Whole	Support	Commend the Council for carrying over into the TPP the recognition in Thrive of the substantial social, economic, and demographic shifts that are already at work in the region Applaud the Council's emphasis on multimodal approaches, its support of complete streets and bicycle and pedestrian facilities, the opportunities for more compact and mixed-use forms of development at nodes of the transportation system, and more equitable outcomes for communities of color and low-income households.	Support acknowledged.	
109	Whole	Support	p. 4, Paragraph 1 – Supportive of highlighting the regional bicycle and pedestrian systems	Support acknowledged.	



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104	Whole	Support	<p>Goal C 12, Part F- Transit Investment Direction</p> <ul style="list-style-type: none"> <li>- The City supports Bus Rapid Transit as a lower-cost, high-benefit method of increasing transit service. There should be a greater emphasis on the build out of these systems in the future.</li> <li>- The identified Orange Line BRT and the Nicollet and Chicago/Portland ABRT Lines will have a direct benefit for transit users in Richfield as well as redevelopment opportunities within the City.</li> </ul>	Support acknowledged.	
109	Whole	Support	p. 136, Paragraph 2 – The City of Minneapolis supports transit and transit oriented development through the strategies outlined here.	Support acknowledged.	
109	Whole	Support	p. 5, Paragraph 3 – Supportive of the statement that this TPP elevates the importance of land use and development planning in support of the regional transit system	Support acknowledged.	
109	Whole	Support	p. 37, Paragraph 1 – The City of Minneapolis strongly supports the goals of increased growth and density along transit corridors, and is committed to supporting this through its own land use policies and regulations.	Support acknowledged.	
109	Whole	Support	p. 37, Paragraph 2 – Supportive of preservation vs. expansion of highways with expansion of transitways supported by strong bicycle and pedestrian connections	Support acknowledged.	
109	Whole	Support	p. 268, Paragraph 1 – We support these guiding principles.	Support acknowledged.	
109	Whole	Support	p. 314, Paragraph 4 – We look forward to involvement in the industrial lands assessment.	Support acknowledged.	
109	Whole	Support	p. 97, Paragraph 5 – It's worth acknowledging here that Metro Transit has one of the best safety records in the country when considering bus interaction with pedestrians and bicyclists.	Support Acknowledged	
109	Whole	Support	p. 100, Paragraph 1 – The City of Minneapolis supports the stated complete streets policy and commitment to build a system of high-quality bicycle and pedestrian facilities.	Support acknowledged.	
109	Whole	Support	p. 109, Paragraph 4 – We support policy C16, providing bicycle and pedestrian access across or around physical barriers.	Support Acknowledged.	
111	Whole	Support	Support of the RBTN and its focus on transportation rather than recreation, therefore concentrating on corridors with the highest potential for use of bicycles for regional transportation.	Support acknowledged.	

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41	Whole	Support	We enthusiastically support the overall Transportation Policy Plan in promoting ways of reducing automobile and truck traffic, including finding ways to encourage the public to use more public transportation, and cities to create more walkways and bikeways, with safe crossings installed at most high-traffic intersections.	Support acknowledged	
87	Whole	Support	SPACC applauds the hard work of Metropolitan Council staff in preparing the TPP. Overall, SPACC strongly agrees with the plan's principles of stewardship, prosperity, equity, livability, and sustainability. Specifically, SPACC is pleased to see the emphasis placed on regional transit equity, high-density development, and the need for increased statewide transportation and transit funding. These principles are critically important to the business community.	Support acknowledged.	
109	Whole	Support	We support the development of a regional system that strengthens the urban core. The health, vitality, and growth of the urban core are essential to the overall strength of the region.	Support acknowledged.	
1	Whole	Editing / Grammar	Northstar is missing from one of the maps, showing the various colored LRT lines.	Figure F-2 is a map of high-frequency, all-day services. Since Northstar is a peak-period service, it does not fit the purpose of the map. The Council is consistently addressing customer service confusion about light rail and commuter rail and prefers to avoid including a peak-period service on the high-frequency service map.	
13	Whole	Editing / Grammar	<ul style="list-style-type: none"> <li>The maps give equal weight to all areas, rather than focusing on areas with more people. Zoom in and the service provided per person is not as great in the center as at the edges.</li> </ul>	Comment acknowledged. Maps will undergo final design process that considers a number of factors, including balance of geography and detail of information.	
65	Whole	Editing / Grammar	p 86. Transit Market Area III. The third sentence states "Transit service in this area is primarily commuter express bus service with a limited amount of fixed-route local service." This statement is not a true representation of the service MVTA offers. This sentence must be removed/revised to recognize MVTA service.	Edits to better match Table G-2.	Appendix G: Regional Transit Design Guidelines and Performance Standards Page 86: "Transit service in this area is primarily commuter express bus service with <del>a limited amount of</del> <u>some</u> fixed-route local service providing basic coverage."
119	Whole	Editing / Grammar	Various editorial and grammar edits proposed.	Comment acknowledged.	Changes made where appropriate.
122	Whole	Editing / Grammar	pages 9-16: Part B is entitled Travel in the Region, yesterday, today, and tomorrow. It first starts off talking about travel today, then jumps to tomorrow, then to a history lesson, then to the recent past and present again. Consider reordering.	Comment acknowledged.	

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122	Whole	Editing / Grammar	Modify text as needed to read "congestion can be managed and eased."	Comment acknowledged. Will change references throughout the document to consistently say "managed and eased."	Changes made where appropriate.
122	Whole	Editing / Grammar	Part C: "a note about recent travel trends" seems out of place here. Consider placing it at the end of Part B. The "Transportation Challenges and Opportunities for the Twin Cities Regions" first appear as a bulleted list. When they are presented in expanded form, they aren't in the same order as the list. For example, Transportation Investments is mentioned 4th in the list, but comes 2nd in the expanded format.	Comment acknowledged. Content will be reordered for consistency and fit within the other information.	<p>Page 18: Move paragraph, "A note about recent trends in regional travel" to page 16 at the end of section about "Recent Trends in Transportation and Land Development"</p> <p>Page 17 and 18: Reorder challenges/opportunities section for consistency. Bullets should now read:</p> <ul style="list-style-type: none"> <li>· Land use and development patterns affect our stewardship of the transportation system.</li> <li>· Transportation investments can help sustain and strengthen our region's economic competitiveness.</li> <li>· The region's population and employment are going to grow, leading to more travel.</li> <li>· Highway congestion is a reality of our economic growth and can be managed and eased.</li> <li>· People and businesses are demanding more and better travel options.</li> <li>· Transportation decisions impact our communities and the environment, and we should make them responsibly.</li> <li>· Access to jobs and opportunity is an issue of equity.</li> <li>· Traditional transportation needs are greater than the resources available. We need to innovate and make strategic decisions.</li> </ul>
122	Whole	Editing / Grammar	<p>Page 71 (Table A-2): Delete transponder info. for 394 and 35W Change mileage for 394 to 11and for 35W to 16</p> <p>1st paragraph, 3rd sentence - people who ride transit or in carpools, motorcyclists, and . . .</p> <p>1st paragraph, 5th sentence - Any vehicle can use a MnPASS lane for free during non-rush hour times.</p> <p>1st paragraph, 7th sentence - The fee varies . . . as measured using pavement loop detectors.</p>	Comment acknowledged. Adjustments made.	<p>Table A-2, page 71: Correct miles for I-394 (11) and I-35W (16) and remove transporter information.</p> <p>Third sentence: MnPASS lanes provide a reliable, congestion-free travel option during rush-hour times for people who ride transit or in carpools, <u>motorcyclists</u>, and single-occupant vehicles and small delivery trucks willing to pay.</p> <p>Fifth sentence: Any vehicle can use a MnPASS lane for free <u>during non-rush hour</u> times.</p> <p>Seventh sentence: The fee varies in real time</p>

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
					according to the number of vehicles and their speeds in the MnPASS lane as measured using <u>pavement-scanning</u> cameras and loop detectors.
122	Whole	Editing / Grammar	Page 72: 8th bullet under "Highway project opened since 2010" - Delete "MN 36" and replace with "Little Canada Rd."	Comment acknowledged. Change made.	New 8th bullet on page 72: I-35E from I-94 to Little Canada Road (including Cayuga Bridge) -- Chapter 152, Tier I Bridge Replacement and construct MnPASS lane
122	Whole	Editing / Grammar	Page 104: edit to last paragraph under C8, 1st sentence - transit users, carpoolers and solo drivers willing to pay a fee to use MnPASS lanes . . .	Comment acknowledged. Change made.	Edit to last paragraph under C8, 1st sentence  <u>Providing a congestion-free, reliable option for transit users, carpoolers and solo drivers willing to pay a fee to use MnPASS lanes is the region's priority for highway expansion improvements.</u>
122	Whole	Editing / Grammar	Page 352 (Part 3): Figure B-9 - Change "Direct Connection" circle at I-94 and I-494 to a "Through Movement" symbol (square symbol).	Comment noted. The Work Plan includes an update of the MnPASS System Plan. The review and re-evaluation of all the MnPASS corridors, inter-corridor connections, and additional potential corridors will be part of the work. The need to assess the type of connection between I-94 and I-494 will be listed to be specifically addressed in the study.	
109	Whole	Editing / Grammar	Various grammar and word choice edits and suggestions.	Comment acknowledged. Changes made where appropriate.	Various as needed.
109	Whole	Editing / Grammar	p. 339, Figure B-2 – Congestion analysis and mapping provides a useful context for looking at proposed highway projects. This might be worth highlighting in the highway chapter.	Illustrations of both current and future congestion are provided, but are in different sections of the plan. Observed 2013 congestion is based on MnDOT's Annual Traffic Congestion Report and can be found in Part 3 in Figure B-2 in the Congestion Management Process. Figure E-1 in the Highway Investment Direction & Plan chapter illustrates 2040 forecast congested corridors. The more detailed congestion categories used in Figure B-2 from the Congestion Management Process will be collapsed to create a new figure illustrating 2013 congestion in a format comparable to Figure E-1 and added to the Highway Investment Direction & Plan chapter.	Add new figure to Highway Investment Direction & Plan chapter on page 167 immediately preceding the current Figure E-1. Change the next to last sentence in the bottom paragraph on page 166 to read as follows:  <u>"Figure X illustrates observed 2013 congestion and Figure E-1 illustrates projected congestion on the principal arterial system in 2040."</u>
109	Whole	Editing / Grammar	p. 353, Paragraph 3 – The ITS initiatives on this page have past dates but future tense language. Were they actually completed, or just anticipated?	The status of the reports and studies are as follows: Arterial Real-Time Traveler Information Commercial Probe Data Project (Completed Fall, 2012) Arterial Travel Time Monitoring System Using Bluetooth Technology (Completed March, 2011) Deployment of Arterial Travel Time Information Demonstration Project (2009-2011) ICM Integrated Corridor Management (2006-2013)	Make the following changes starting on page 353:  Arterial Real-Time Traveler Information Commercial Probe Data Project (completed in fall 2012) This project is intended to demonstrate an innovative, non-infrastructure-based, relatively low-cost approach to collect real-time traffic data

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			<p>ITS During Major Urban Reconstruction (2007-2010)</p> <p>The tenses used in the Draft TPP will be corrected.</p>	<p>on metro area arterials and in a rural interstate construction work zone, and provide real-time traffic information to motorists. Data provided will augment traffic data currently being collected by MnDOT to providing a broader picture of traffic conditions in the metro area and on rural freeways. Also, this project plans to validate the accuracy and reliability of traffic non-infrastructure-based data collection on a major state arterial and rural interstate construction work zone.</p> <p>Arterial Travel Time Monitoring System Using Bluetooth Technology (completed in March 2011) This project will demonstrate how the use of Bluetooth technology can share for cost-effective real-time and accurate travel time information along Minnesota's arterials, and will also demonstrate how travel time information might be used to measure performance of arterial traffic management and operations.</p> <p>Deployment of Arterial Travel Time Information Demonstration Project (2009-2011) The Arterial Travel Time Information Demonstration project will help determine how arterial travel time information should be displayed on dynamic message signs and websites (such as 511) through input from focus groups and customer surveys.</p> <p>ICM Integrated Corridor Management (2006-2013) Minnesota was one of the eight locations selected by the USDOT to pilot the development of integrated corridor management (ICM) strategies. The Minnesota ICM Corridor was located along the I-394 Corridor on the west side of the Twin Cities. The focus of ICM was to develop strategies that, when implemented, help reduce congestion throughout the freeways, arterials, and transit networks.</p> <p>ITS During Major Urban Reconstruction (2007-2010) The ITS During Major Urban Reconstruction</p>	

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					projectis strivingstrove to give the Crosstown Commons project and other major urban projects safety improvements for motorists and construction personnel as well as greater use of alternative routes, more real-time information and reduced speeds during key phases.
109	Whole	Editing / Grammar	<p>p. 76, Paragraph 1 – The plan should mention the Cedar Lake Trail as a component of Target Field Station. Should the Minneapolis multi-modal hub be referred to as “The Interchange”?</p> <p>p. 138, Table C-2 – Change language from “people, jobs, and students” to “residents, jobs, and students” for clarity</p> <p>p. 238, Paragraph 2 – The plan states that dedicated busways haven’t been developed in the region. But earlier in the document, it says that the University transitway is an existing example of this type. However, it cites no existing examples of arterial BRT. This needs to be clarified.</p>	<p>The official name for the Minneapolis multi-modal hub is Target Field Station.</p> <p>Other edits made to clarify as in the text changes.</p>	<p>Page 138, Table C-2: “<del>people</del>residents, jobs, and students”</p> <p>Page 238: "The only mode not included in this discussion is dedicated BRT, a mode that has not been developed <del>for implementation in this region</del> yet <u>outside of the University of Minnesota yet.</u>"</p>
109	Whole	Editing / Grammar	<p>p. 165, Table D-2 – Clarify that last column in Table D2 is funding “over and above” the current revenue scenario, not the total amount in the increased revenue scenario.</p>	<p>Comment noted, column headings will be clarified.</p>	<p>The following footnote will be added to references to the Increased Revenue Scenario on pages 52, 57, 59, 165, 200, and 258 to clarify that these are revenues needed above the current revenue scenario.</p> <p><u>*Expenses and revenues noted as part of the Increased Revenue Scenario are needs for additional funding on top of needs identified in the Current Revenue Scenario. The Increased Revenue Scenario can be added to the Current Revenue Scenario for a fuller picture of transportation system needs.</u></p>
109	Whole	Editing / Grammar	<p>p. 70, Figure A-2 – It would be good if there was also a similar map showing functional class for bicycle facilities.</p> <p>p. 259, Paragraph 3 – The plan states earlier (p. 79) that the Metropolitan Council’s primary interest in pedestrian access is to and from transit. However, here it notes that pedestrian activity has a much broader importance. This should be reconciled. And as it’s also indicated here, there is significant ability to influence this mode at a regional level (as evidenced by a significant increase in bicycle/pedestrian activity in the wake of large-scale investments in supporting infrastructure).</p> <p>p. 260, Paragraph 2 – Also contrary to earlier statements in the plan that bicycle and pedestrian planning and implementation</p>	<p>No such functional class map exists for the regional bicycle system that would be comparable to the highways functional class map. The Regional Bicycle Transportation Network described in the Bicycle and Pedestrian Investment section and shown in Figure G2 does identify a two-tiered priority system for the regional network, but they were not classified based on any major difference in functionality. Will add language to text on p. 79 to clarify regional role in pedestrian planning.MC staff disagree there is any conflict with the existing language. Most bike and ped infrastructure is planned, developed, and funded by local government, and most trips (especially for pedestrians) are relatively short distances (1-2 miles or less)</p>	<p>Various edits to multiple TPP sections. Amend text on p. 79 by adding the following to the end of para. 3:</p> <p>"Overall pedestrian safety and connectivity (particularly as it relates to moving across major physical barriers) are also vital components of regional multimodal transportation system planning." Revise Figure G1 for clarity and legibility.</p>

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
			<p>is mostly a local function, this chapter calls out the important role of regional trails and off-street systems in the network – particularly those in the regional parks system. This also should be reconciled.</p> <p>p. 260, Paragraph 3 – While protected and off-road facilities are particularly attractive for less experienced cyclists, they are actually designed to handle all levels of cyclist. The benefits include increased cycling rates and safety.</p> <p>p. 265, Figure G-1 – Figure G-1 is difficult to read and interpret due to the numerous overlapping corridors. It should be revised for clarity. Additionally, it would be helpful to have some geographic prioritization around pedestrian facilities as well (both in terms of mapping and text), since guidance is very general.</p> <p>p. 268, Paragraph 2 – The reference to cyclists “8 to 80” is a nice reference to Gil Penalosa, but perhaps a little out of context. He says we should plan for both 8 and 80 year olds to make truly livable cities. But this isn’t meant as a range – we should still be planning for 5 year olds and 90 year olds, for instance. This would be definitely true for bicycle facilities, which should be able (for instance) to accommodate bike trailers for very young children.</p> <p>p. 270, Paragraph 1 – It is not clear what is meant by the statement that bike lanes are located “on the right hand side of the street,” as they are typically located on both sides, unless the street is a one-way corridor.</p>	<p>compared to some longer trips that cross between 2 or more jurisdictions. While it may be true that off-road and protected facilities are designed for all cyclist levels, they are not always preferred (and therefore, not always used) by experienced cyclists desiring to complete trips at much closer to on-road traffic speeds than the speeds of average trail users. Figure G1 will be revised and updated in the final Plan to be more legible and comprehensible to the reader. The comment about planning for “8 to 80 year olds” is a good clarification; the final section text will be amended for clarity. The issue about bike lane placement “on the right-hand side of the street” will be clarified in the final section text.</p>	
109	Whole	Editing / Grammar	<p>p. 73, Paragraph 2 – Spot mobility bullet for MN 13 should say timing, not tuning.</p> <p>p. 284, Figure H-2 – Figure H-2 is numbered, but there is no key to the areas shown. The legend or accompanying text should identify these areas and any approaches that are being taken (or could be taken) to address congestion issues.</p> <p>p. 286, Paragraph 2 – The web link to the Twin Cities freight study doesn’t work.</p>	<p>p. 73 correction will be made</p> <p>p. 284- text will be modified on p 283 to include the names of the numbered bottlenecks. As described in 4th paragraph of P. 276, freight rail is privately owned, and improvements to rail facilities are planned and implemented by the railroad companies; the region has no authority over private freight rail improvements.</p> <p>p. 286, MnDOT weblink will be double checked and corrected if necessary</p>	<p>p. 73, Paragraph 2 – Spot mobility bullet for MN 13 should say timing, not tuning.</p> <p>p. 283 should include numbered list (copied from p 97 of 2012 Transportation System Performance Evaluation) after first sentence of 2nd pp, then make rest of pp into a separate pp</p> <p>p. 286, MnDOT weblink should be double checked and corrected if necessary</p>
109	Whole	Editing / Grammar	<p>Appendix</p> <p>p. 1, Paragraph 1 – There are several terms missing from the glossary that might be helpful to add, including: buffered bike lanes, the various types of BRT (as described in transit chapter), cycle tracks, expressways, MNPASS, and racially concentrated areas of poverty (RCAP)</p>	<p>The terms Areas of Concentrated Poverty (ACPs) and Racially Concentrated Areas of Poverty (RCAPs) have been added to the glossary. The types of BRT and the bike terms are well defined in their respective chapters and are not used elsewhere in the document. MNPASS is already defined in the glossary. The use of the term "expressway" has been replaced by highway throughout the document and does not need to be</p>	<p>Additions to Glossary:  <u>Areas of Concentrated Poverty (ACP) Census tracts where 40 percent or more of the residents live below 185% of the federal poverty line. This income threshold for a typical family of four in 2012 was \$43,460.</u>  <u>Racially Concentrated Areas of</u></p>

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
				in the glossary.	<u>Poverty (RCAP) Census tracts where 40 percent or more of the households earn incomes that are less than 185% of the federal poverty level and 50 percent or more of the residents are People of Color.</u>
109	Whole	Editing / Grammar	p. 116, Paragraph 2 – Need to include web link to DNR’s natural resources inventory here.	Link will be included in final document after January 14, 2015.	
109	Whole	Editing / Grammar	Existing Condition p. 81, Paragraph 4 – Page number needs to be added	All page number placeholders will be filled in the final version.	
49	Whole	General	There is no such thing as a 'free lunch'. I do not understand the metropolitan council shift from a market driven economy to a social policy driven economy. I do not think the social policy driven economy, subsidized by grants and TIF, will actually improve the economy. I do not see sustainable growth, one example is Chicago lake sears redevelopment, Midtown Exchange/Midtown Global Market. Midtown is asking for additional operating money. To me, it seems the met council says, here builders, I give you money, to develop property into apartments and restaurants, and you can own and manage these buildings, and they are yours. I do not understand why am I giving my tax money to subsidize business developers.	The Metropolitan Council works with local partners to advance the orderly and economic growth of the Twin Cities metropolitan area as charged under state statute.	
26, 91	Whole	General	Why emphasis on transit when it accounts for only 3% of daily trips and 4% of commuter trips?	The Council's extensive outreach during the development of Thrive MSP 2040 and surveys of regional residents have indicated a strong desire for a balanced, multimodal regional transportation system. The region has historically invested heavily in highways and roads, fueled by federal and state policies and infrastructure programs, resulting in an unbalanced system of different travel options in the region. The region's highway system is relatively mature, although the plan does include improvements, but the transit system is still growing to meet a growing demand for transportation options. Without planning for and providing these options, transit and other travel modes will continue to lag behind auto in the percent of daily and commute trips in the region.	



Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
85, 108, 110, 123	Whole	General	Inconsistency between HPP and TPP on how the regional solicitation process will incorporate housing performance scores.	The specific criteria and measures for the Regional Solicitation are not specified in the Transportation Policy Plan. During development of the solicitation's prioritizing criteria, they were linked to the draft Transportation Policy Plan update goals to ensure the criteria aligned with regional policy. Information about the use of the Housing Performance Scores in the Regional Solicitation is included in the solicitation materials, which are now posted on the Council's web site after being released on October 13, 2014.	
85	Whole	General	The format and presentation of the information is disjointed and does not follow the format presented in Thrive MSP 2040, making it difficult to understand. The TPP should focus on the Thrive Outcomes and Principles, and be formatted with Council Roles and Local Roles at the forefront for each just like the Housing Policy Plan.	Unlike the other systems plans, the TPP must also fulfill a number of federal requirements and be submitted to the Federal Department of Transportation for approval. The TPP is presented in multiple chapters to present information that is tiered: Part I having the broadest overview, Part II more detail by mode, and Part III and the Appendices with even more technical detail. In addition the TPP represents a system plan that must align with Thrive but which also provides specific revenue estimates and transportation investments expected for the region over the coming decades. Thrive MSP 2040 is a higher level regional policy plan.	
126	Whole	General	Disconnect between the TPP and Thrive. By summarily stating that growth will occur without an explanation of its changing character, the Council may be unintentionally laying the ground for some to assume that the growth coming their way will be the same as it has experienced. Instead of acknowledging again that the region cannot build its way out of congestion, the TPP repeatedly states that congestion will be 'eased and managed.' This nuance may be helpful to work around MAP-21's performance goal of reducing congestion but it creates a mistaken expectation for the continuation of 'same old, same old' approaches to solving congestion such as highway expansions.	An analysis of local forecasts and the growth projected to occur by 2040 is included in Thrive MSP 2040. Text noting this will be added to the TPP and a link to the Thrive text added. The TPP still recognizes that we can't build our way out of congestion. The fourth paragraph on page 20 states "Congestion can't be eliminated". As the commenter notes it goes on to add "but it can be managed or eased." The strategies in the TPP are oriented at managing and easing congestion and its impacts primarily through methods other than expansion (managed lanes, transit, TDM, etc.) The last paragraph on Page 21 also states that "goals and strategies in this plan – particularly the ones related to congestion management . . . easing congestion without the construction of additional lanes." In the third paragraph on page 170 of the Highway Direction & Plan section the plan states "The regional objective of providing a congestion-free, reliable option for transit users, carpoolers and those willing to pay through MnPASS lanes is the region's priority for expansion improvements." The discussion of additional needs beyond the Increased Revenue Scenario further states "the region does not support attempts at building general-purpose highway capacity to eliminate	Add sentence and link to second paragraph on page 3: <u><a href="#">An analysis of local forecasts and the growth projected to occur by 2040 is included in Thrive MSP 2040. (link to Thrive MSP 2040—Analysis of Local Forecasts)</a></u>

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
				congestion” on page 201. The Congestion Management Process states on page 335 “The CMP assumes that it will not be possible to eliminate congestion on the principal arterial system or even to significantly reduce it through general-purpose-lane expansion because of financial and physical constraints and desired outcomes for the region's social and natural environments.”	
109	Whole	General	p. 208-211 – The illustrations on these pages are very valuable in assisting communities to better accommodate accessible, safe, and friendly transit. They are clear, concise, and an asset to include in this plan. The guidance and graphics here regarding urban design seems like it should be showing up in the land use chapter as well. The land use chapter focuses primarily on densities, but this section seems to focus on design. But they should go together.	Support acknowledged. The Council is planning to update the Transit-oriented Development Guide to provide more information like this to local governments.	
54	Whole	General	The City wants to draw attention to and support the 9/25/14 Metropolitan Suburban Counties 2040 Transportation Policy Plan review memo, which was reviewed in draft form.	Comment acknowledged.	
54	Whole	General	Apple Valley will: - Continue to be a partner and collaborator with the Metropolitan Council - Accept the land use designation “suburban” - Manage storm water and local street replacement thoughtfully - Pursue compact, mixed use, suburban intensive development - Thrive as a place to live, work, learn, shop and recreate - Sustain park and trail assets and be walkable and bikeable - Negotiate lifecycle and affordable housing goals based on a balance in all choices and encourage multi-unit market rate housing with some affordability - Support robust Suburban transportation solutions that are consistent with worker and resident needs.	Comment acknowledged.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
91	Whole	General	Metropolitan Council's forecasts for Plymouth show a significant increase in households by 2040, but future improvements to the regional highway system and transit service to support these increases are limited or non-existent.	Forecasted growth is expected to occur throughout the region including both within and outside of the urban core. The current level of highway and transit funding is not sufficient to keep pace with this growth or to expand the system. Past analyses have shown that to eliminate congestion in the region would require an investment level exceeding \$40 B, a level of funding that is simply unattainable and unrealistic. The Council will continue to advocate for increased highway and transit funding but whatever level of funding is achieved must be focused first on preserving the existing system and then on expansion investments that provide a high rate of return and are regionally balanced.	
59	Whole	General	How will the submitted comments be documented and addressed? Where will they be posted? We request that the Council make the changes available before the final TPP is adopted so that the regional transit providers may see that these comments were heard.	Comments were logged into a database system and assigned to staff according to their expertise. Comments that are similar but from several sources are grouped together. Comment responses are in one of three possible categories: - a response explains a rationale or policy described in the TPP with no recommended changes to the plan - a change is made in the plan when indicated as part of the response or the comment is acknowledged with no recommended changes to the plan. A Comment Response Report is compiled that will be adopted by the Council at the time the final plan is adopted.	
59	Whole	General	The TPP is in multiple segments, which makes it difficult to download and review. We should suggest that the TPP should be also offered in a form that makes it easy to download as one document, and offered as an Executive Summary.	The document is too large to be downloaded as one file. Also readers access the document for various purposes and most often do not want the entire document. Part 1 of the document is meant to provide a high level summary of all the chapters and is aimed at the general public audience. A User's Guide will be published with the revised TPP.	
124	Whole	General	Requests that the 2015-2018 TIP adopt commitments to the I-35W Lake Street Transit Station/Access Project.	The 2015-2018 Transportation Improvement Program (TIP) does include projects for the I-35W Lake Street project, including funding for construction of a bus rapid transit station.	
109	Whole	General	p. 46, Paragraph 2 – Though it states Metropolitan Council has a minimal role in intercity bus and rail, it should be noted that they are co-located with other transit stations in both downtown Minneapolis and St Paul, with the cooperation of the Metropolitan Council (e.g. Union Depot).	Clarifying text will be added to address this concern.	Page 46, final paragraph, last sentence: The Council has a minimal role in planning intercity passenger rail or bus service, <u>though significant regional facilities provide access for this service and local transit service in both Minneapolis and St. Paul.</u> MnDOT has the primary role of coordinating with operators of inter-city service and also provides some subsidies to support service in Greater Minnesota.

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109	Whole	General	p. 90, Paragraph 2 – The City of Minneapolis has attempted to address the challenges of Megabus curbside stops by relocating them to locations in proximity to public facilities – to lessen impacts on adjacent uses.	Comment acknowledged.	
66	Whole	General	Everyone heard about the last-second push from the five suburban counties to demand more money for suburban roads, freeways, and sprawl. As you probably know better than most, suburban sprawl is not sustainable on either fiscal or environmental grounds and must be continually subsidized by those who live closer into the core cities. In your own thrive 2040 plan, the overarching themes of reducing gross inequality goes hand in hand with increasing our metro's density. Please, do not deviate from this and give in to the suburbs and follow through on your policies.	Comment acknowledged.	
102	Whole	General	The plan lacks in addressing safety concerns.	One of the six top-level goals for the TPP is "The regional transportation system is safe and secure for all users." Two multimodal objectives and seven multimodal strategies elaborate on this goal. The investments in the plan across modes assume that safety and security are at the heart of providing a comfortable, trustworthy system and will be a focus in all areas of transportation investments. Safety is an important element in the highway and transit investment plans and in evaluation criteria under the bicycle investment direction. Four performance measures evaluating the plan explicitly address highway, transit, and bicycle safety. The TPP work plan commits to review statewide and local safety plans, crash data, and other safety planning efforts to identify safety needs and priorities for all modes within the region, in coordination with other local partners.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes																										
99	Whole	General	The TPP contains provisions that compare our region to other "peer regions." The Plan should identify which regions these are so that it is clear to the reader what is being compared. See D4 on pages 112 and 113.	<p>Peer regions were first selected in 1997 for use in the Transportation System Performance Audit. They have been carried forward through subsequent iterations of that report. The selection criteria were such things as size, general physical characteristics, mix of transportation modes, and regions with which we directly compete. Slightly different lists of regions are used for comparison for the highway and transit systems. The list of peer regions as used in the 2012 Transportation System Performance Evaluation is as follows:</p> <p>Peer Regions for Used Comparison</p> <table border="0"> <tr> <td><u>Highway System</u></td> <td><u>Transit System</u></td> </tr> <tr> <td>Baltimore</td> <td>Baltimore</td> </tr> <tr> <td>Cincinnati</td> <td>Cleveland</td> </tr> <tr> <td>Cleveland</td> <td>Dallas – Fort Worth</td> </tr> <tr> <td>Dallas – Fort Worth</td> <td>Denver-Aurora</td> </tr> <tr> <td>Denver-Aurora</td> <td>Houston</td> </tr> <tr> <td>Milwaukee</td> <td>Milwaukee</td> </tr> <tr> <td>Pittsburgh</td> <td>Phoenix</td> </tr> <tr> <td>Portland</td> <td>Pittsburgh</td> </tr> <tr> <td>Seattle</td> <td>Portland</td> </tr> <tr> <td>St. Louis</td> <td>San Diego</td> </tr> <tr> <td></td> <td>Seattle</td> </tr> <tr> <td></td> <td>St. Louis</td> </tr> </table>	<u>Highway System</u>	<u>Transit System</u>	Baltimore	Baltimore	Cincinnati	Cleveland	Cleveland	Dallas – Fort Worth	Dallas – Fort Worth	Denver-Aurora	Denver-Aurora	Houston	Milwaukee	Milwaukee	Pittsburgh	Phoenix	Portland	Pittsburgh	Seattle	Portland	St. Louis	San Diego		Seattle		St. Louis	<p>Add entry to Appendix A: Glossary: page A-16</p> <p><b>Peer Regions</b> Peer regions used for highway system comparisons are: Baltimore, Cincinnati, Cleveland, Dallas-Fort Worth, Denver-Aurora, Milwaukee, Pittsburgh, Portland, Seattle, and St. Louis (see 2012 Transportation System Performance Evaluation).</p> <p>Peer regions used for transit system comparisons are: Baltimore, Cleveland, Dallas-Fort Worth, Denver-Aurora, Houston, Milwaukee, Phoenix, Pittsburgh, Portland, San Diego, Seattle, and St. Louis (see 2012 Transportation System Performance Evaluation).</p> <p>Add entry to Appendix A: Glossary: page A-23</p> <p><b>Transportation System Performance Evaluation</b> A comprehensive review of the Twin Cities transportation system prepared to inform the 2014 update of the regional 2040 Transportation Policy Plan (TPP). The Minnesota State Legislature adopted statutes in 1996 requiring the Metropolitan Council to produce this report (previously called the Transportation System Audit).</p>
<u>Highway System</u>	<u>Transit System</u>																														
Baltimore	Baltimore																														
Cincinnati	Cleveland																														
Cleveland	Dallas – Fort Worth																														
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Seattle	Portland																														
St. Louis	San Diego																														
	Seattle																														
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Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
117	Whole	General	Processes around adopting Thrive MSP 2040, the TPP and regional solicitation appeared to lack a logical sequential path. The processes should allow for adequate input from local government partners on proposed policy language, and help to ensure policy plans have broad stakeholder support.	<p>The TPP and Regional Solicitation are two distinct and related but different processes. The TPP update is a planning process focused on reviewing and updating regional transportation policy, goals and long range investment plans. The TPP planning process is lead by the Metropolitan Council with participation by the Transportation Advisory Board. The Regional Solicitation is a process for distributing federal transportation funds among regional projects that are evaluated against and help achieve regional transportation policies. The Regional Solicitation funding process is lead by the TAB and approved by the Council. The TPP is updated every four years and the Regional Solicitation review and release occurs every two years. Each update to the TPP provides incremental changes in regional transportation policy. For the recent 2040 TPP update, staff began work two years in advance (early 2013) due to the changes to MAP-21 requiring a performance-based plan and included an increased staff and policymaker engagement process during its creation. The Regional Solicitation is reviewed and updated prior to its release every two years and is for funding four and five years down the road, i.e. the solicitation released in 2011 was for funding in 2015 and 2016. The Regional Solicitation released in the fall of 2014 was originally scheduled to be re-evaluated and completed for release in late 2013/early 2014. However, because the evaluation took much longer to complete than originally intended, it overlapped with the preparation of the 2040 TPP which was confusing to some participants. The Regional Solicitation must be consistent with regional policy and is guided by the current TPP. The Regional Solicitation released this fall is consistent with both the current 2030 TPP and also will be consistent with the 2040 TPP scheduled to be adopted in January 2015. While future solicitations will go through a review process, it is not expected that the changes to the criteria and scoring will be as extensive as TAB chose to undertake with this recent evaluation. Future solicitations will seek to maintain the two year schedule, but will still overlap with future updates to the TPP due to timing requirements for both processes.</p>	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
119	Whole	General	"Person throughput" is new and undefined.	"Person Throughput" is neither new nor undefined. Person throughput was used in the 2030 Transportation Policy Plan (adopted November, 2010) and defined in Appendix A of that plan on page A-10. It is also defined in the Glossary (Appendix A) of the 2040 Transportation Policy Plan on page A-16.	
101	Whole	General	Flexibility must be built into the Plan as suburban communities have different needs than the urban core. Example: the concept and requirement of using the "complete streets" criteria may be different for a street in Minneapolis versus Prior Lake.	Comment acknowledged. The Council agrees that a one-size fits all approach to investing in communities will not work. Differences between suburban and urban communities must be acknowledged and accounted for with regional policies. Thrive MSP 2040 acknowledges this by providing community designations and investment approaches that vary depending on each communities' stage of development and current patterns. Every community should seek to implement appropriate designs and investments in transit, bicycling and walking opportunities within its jurisdiction to benefit its residents.	
102	Whole	General	The TPP should be reviewed by an independent editor to reduce or eliminate the many instances where a statement is opinion, rather than fact-based.	Comment acknowledged.	
102	Whole	General	The TPP is too focused on transit and the core cities.	Comment acknowledged.	
109	Whole	General	The City supports the Metropolitan Council's plan for a fully multimodal system, but particularly prioritization of investments in bicycle, pedestrian, and transit infrastructure. Building out these systems is critical to development of a sustainable transportation system in the long term. As these systems are developed, we encourage the Metropolitan Council to consider and implement strategies to support the systems functioning together - for instance, though online tools that allow travelers to use multiple modes efficiently when making a trip.	Support noted. Tools for transit operating and user experience are transit provider specific, although the Council supports their development and the improvement of the transit user experience.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
111	Whole	General	There seems to be an inherent conflict between the aspiration of regional balance and investments that have the greatest impact. The concept of regional balance is brought forward in almost every chapter with qualifying statements that also say investments should be measured by impact and need (e.g., in the transit chapter - "Transit service and facilities must be located where they will bring a strong return on investment"). The TPP should clarify how to blend 'regional balance' priorities with the need for improvements to have greater impact. Also is a regionally balanced approach the best strategy? Suggest consideration of market demands and regional development.	<i>Thrive MSP 2040</i> notes that regional balance means that, "no part of the region is consistently favored or consistently ignored. ... Because development patterns vary across the region, advancing regional balance does not guarantee that all parts of the region will receive the same level or intensity of investments, activity, or attention. Rather, advancing regional balance will be a consideration that helps all parts of the region receive investments that promote prosperity at their stage and level of development." (p. 28 of the final document) The Council's approach to "regional balance" is intentionally maintaining the tension between balancing investments across the region and investing resources with the greatest immediate impact. Neither approach alone is sufficient for the long-term vitality and prosperity of the region. Making investments only where there is immediate impact could perpetuate existing regional imbalances; investments for the sake of regional balance alone are likely to be inefficient uses of public resources. Rather, leaning into the conflict that this comment identifies will help all parts of the region receive investments appropriate to their local market and development patterns.	Page 23, make the following adjustments: <del>The Council will strategically advance transportation projects that promote regional balance and help all parts of the region receive investments that reflect and advance their stage of development.</del> <u>The Council will intentionally consider regional balance when advancing transportation projects - that is, balancing its investments and activities across the region - in its planning, operations, and investment decisions. The Council's intent is that no part of the region is consistently favored or consistently ignored. Because development patterns vary across the region, advancing regional balance does not guarantee that all parts of the region will receive the same level of intensity of investments, activity, or attention. Rather advancing regional balance will be a consideration that helps all parts of the region receive investments that promote prosperity at their stage and level of development.</u>
113	Whole	General	The ability to realize this goal of shifting from automobile oriented development to a more balanced approach is good in theory, but requires necessary levels of investment balanced throughout the Twin Cities Metropolitan Area and an overall transportation system that works to support planned development both in a regional and local context.	Comment acknowledged. Changing regional land use and development patterns is a very long term goal that will require sustained investment in the region's transportation system. Increased transportation investments and urban design to create more and better transit, bicycling and walking options throughout the region will be an important component of creating this change.	
120	Whole	General	The document should have stronger language on the health, equity, environmental, and livability impacts of a high reliance on driving.	Comment acknowledged.	
109	Whole	General	While the document calls for it, the synergy between land use and transportation needs to be more clearly linked when overlaying the projected population and job growth with the anticipated investments in infrastructure, particularly transit.	Comment acknowledged.	
99	Whole	General	If statements such as (page 79) "On a personal level, they (bicycle and pedestrian systems), reduce the cost of transportation; on national and global levels, they reduce our dependence on nonrenewable energy sources," the supporting documentation and costs should be included in the TPP.	Comment acknowledged.	



Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
59, 91	Whole	General	All regional transit providers should have appropriate access and shared participation in regional transit services and funding.	Comment acknowledged. All providers are able to submit projects for consideration in the Regional Service Improvement Plan, which will provide a technical basis for identifying the region's highest priority needs.	
65	Whole	General	The Policymaker Task Force did not include an elected representative of the suburban transit providers.	The Policymaker Task Force did not specifically include an elected official representing suburban transit providers. It had policy maker membership including city, county, TAB, Council, MnDOT and CTIB representation. However, the technical committee, which had significant influence over the content in the plan, had a city/transit staff person recommended by the Suburban Transit Association, and both the technical group and the policymaker group had membership from the Counties Transit Improvement Board. Several members of the Transportation Advisory Board and its technical subcommittees (with transit representation) were members of both groups. Several of the Metropolitan Council members on the policymaker group have liaison responsibilities to suburban transit providers, as well. In addition, these meetings were all open to the public and advertised for other folks to attend, to provide opportunities for others to participate in the conversations.	
27, 97, 101	Whole	Regional Solicitation	The new Regional Solicitation should be written after the 2040 Transportation Policy Plan is fully adopted.	The Regional Solicitation evaluation began in early 2013 and was originally timed to be complete in the summer of 2013, with release of a new solicitation by early 2014. The evaluation took longer than expected, in part to accommodate additional input into the process, and was completed in March 2014. The redesign was completed in August and was approved in September. In a typical solicitation, communities are notified of project selection between three and four years in advance to allow sufficient time for project development and required state and federal reviews and approvals. Roadway and bicycle/pedestrian facility projects generally require this lead time. Delaying the new solicitation beyond October 2014 would constrain the time project sponsors have to successfully deliver projects for 2017-2019 funding. (Roadway projects are eligible for a small amount of 2017 funding.) Due to changes with federal legislation, projects must be delivered in the year they are programmed. The solicitation could not have been significantly delayed without endangering project sponsors' abilities to meet required deadline for 2017 and 2018 funding in particular. It could also risk loss of federal funding to the region. TAB has the decision-making authority regarding the solicitation's schedule.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
27, 97, 101	Whole	Regional Solicitation	The new Regional Solicitation should reflect the recommendations of the working groups formed to guide its development.	This comment relates specifically to the Regional Solicitation and not to the Transportation Policy Plan. It has been forwarded to relevant Council staff. The Regional Solicitation was approved by TAB and the Council in September 2014 and was released on October 13, 2014.	
27, 97, 101	Whole	Regional Solicitation	The new Regional Solicitation should apply the outcomes of Stewardship, Prosperity, Equity, Livability and Sustainability as outlined in Thrive equally to all seven metropolitan counties.	While Thrive lays out five outcomes for the region, it does not envision that they are applied equally across the region, particularly as different parts of the region have different needs and different development patterns. The Council heard repeatedly during the Thrive outreach process that one-size-fits-all solutions do not work across the diversity of our region; TAB's actions with the Regional Solicitation are consistent with this approach.	
27, 97, 101	Whole	Regional Solicitation	The Equity and Housing criteria in the new Regional Solicitation should provide an equal opportunity for all candidates to compete for federal funding. Equity is important and a requirement of MAP-21; however, there is simply not enough technical information available to measure equity-related benefits from projects that are not already covered under the other criteria in the solicitation. The proposed Housing Performance criterion is a community reward-based score as opposed to a transportation issue-based score. In the transit category, this criterion could negatively affect the populations it is intended to benefit - namely populations that work or are seeking employment opportunities outside of the area in which they live that will not have access to those opportunities without a connection to another service line. The RCAP and CAP areas defined in the TPP and used in the Regional Solicitation do not include sufficient detail to cover all areas of disparity in the region. Federal requirements allow for analysis to be conducted at the block group level.	<p>This comment relates specifically to the Regional Solicitation and not to the Transportation Policy Plan. The Regional Solicitation was approved by TAB and the Council in September 2014 and was released on October 13, 2014. This solicitation will be evaluated after its completion in the same manner as previous processes. If the process is falling short of the desired outcome, revision and adjustment will be appropriate.</p> <p>It is important to note there are more criteria to consider under federal environmental justice principles - they are not limited solely to consideration to "avoid, minimize or mitigate" effects on minority or low-income populations. A fundamental principle is also "to prevent the denial of, reduction in, or significant delay in the receipt of benefits" by these populations. Regional solicitation project applications will need to explain benefits and impacts of projects to receive points for the equity measure – which is intended to help our region address the full range of environmental justice considerations.</p> <p>Regarding data used for mapping areas of concentrated poverty: Statisticians using the American Community Survey data (including our state's demographer) prefer to use tract level data because it doubles the sample size and reduces the margins of error associated with these estimates. Regions throughout the country use tract level data.</p>	Figures C-1, C-2, C-3, and C4 in the draft Federal Requirements chapter have changed to identify tracts where the share of residents with individual or family incomes below 185% of the federal poverty level is higher than the regional average or the share of residents with individual or family incomes below 100% of the federal poverty level is higher than the regional average. This approach has identified some additional tracts where the 100% poverty rate is below the regional average but where more than the regional average of residents are living below 185% of the federal poverty level. This more expansive approach better identifies neighborhoods experiencing poverty.

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
59	Whole	Regional Solicitation	The Regional Significance criteria do not consider planned expansion of jobs and employers outside of the core. The TAZ population and employment forecasts, as originally proposed by the transit work group, provide a better measure for these planned improvements.	This comment relates specifically to the Regional Solicitation and not to the Transportation Policy Plan. It has been forwarded to relevant Council staff. The Regional Solicitation was approved by TAB and the Council in September 2014 and was released on October 13, 2014. Each solicitation is evaluated after completion to identify needed changes. This solicitation will be evaluated after its completion in the same manner as previous processes. If the process is falling short of the desired outcome, revision and adjustment will be appropriate.	
59	Whole	Regional Solicitation	Much of the regional solicitation emphasizes jobs and the need to connect people to their jobs. If this is true, greater weight and points should be applied to the regional significance category than to the equity category. In the current proposal, regional significance is worth 10% of the score, while equity is worth 20% of the score for transit applications.	This comment relates specifically to the Regional Solicitation and not to the Transportation Policy Plan. It has been forwarded to relevant Council staff. In September 2014, the Transportation Advisory Board (TAB) and the Metropolitan Council approved the Regional Solicitation package, which included criteria weightings. The TAB and Council approved the overall criteria weightings as recommended by the technical work group for transit (10% for Role in the Regional Transportation System and 20% for Equity and Housing Performance). Each solicitation is evaluated after completion to identify needed changes. This solicitation will be evaluated after its completion in the same manner as previous processes. If the process is falling short of the desired outcome, revision and adjustment will be appropriate.	
59	Whole	Regional Solicitation	The RSIP process should be determined by a regional committee, represented by each of the regional transit providers. The TPP has to be updated every two years, but the regional providers have not been included for six years.	The TPP calls for the region to develop a transit Regional Service Improvement Program (RSIP) that can be used to help prioritize new investments in bus services throughout the region. The regional goal is to update the RSIP every four years. The RSIP is a technical analysis of potential bus expansion services. Decision making regarding how increased revenues are, or will be allocated, to these new services will be made by policy makers through the various decision making processes that are in place dependent upon the funding source, i.e. TAB and Council processes for regional solicitation funding.	
59	Whole	Regional Solicitation	The Regional Significance criteria use maps to identify job and education centers. The data used to determine these centers should be available to applicants.	This comment relates specifically to the Regional Solicitation and not to the Transportation Policy Plan. It has been forwarded to relevant Council staff. The Regional Solicitation was approved by TAB and the Council in September 2014 and was released on October 13, 2014.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
65	Whole	Regional Solicitation	The TPP discussed the need to expand transit systems in both geographic coverage and service frequency. We agree with these strategies, but the current regional policies, including the recently adopted Regional Solicitation Criteria, make it very difficult for providers to obtain the funding needed to expand transit opportunities outside of the core cities.	The Council believes that the Regional Solicitation criteria support the goals, objectives, and strategies in the TPP. Ultimately, the Transportation Advisory Board recommended approval the Regional Solicitation and will recommend projects to be funded through the process. All providers will be eligible to submit projects that can compete for funding and the process will be evaluated before the next regional solicitation. In addition, the Council recognizes that the Regional Solicitation funding only represents a small portion of the transit need identified in the increased revenue scenario. This scenario a funding package that would allow the region the better meets the goals, objectives, and strategies in the plan.	
99	Whole	Technology	The TPP does not address technology of the future. If the plan is for 2040, it is highly unlikely that transportations modes will be the same as they are today. The TPP does not specifically discuss what 2040 will look like, but rather takes today's transportation modes and alters them. How will technology address how we get around the region?	The automobile has been the primary means of transportation for over 40 years with person trips by automobile accounting for between 89.2% to 96% of all person trips over those decades. In 2010, the Travel Behavior Inventory recorded that 91.4% of the person trips were by auto. Transit did exhibit a rebound in its mode share with the 2010 value equaling the 1970 value for percent of person trips by transit, 3.2%. While these trends do support the increased attention to transit, transportation planning still needs to account for the automobile as the primary user of the system. Given the observed data and trends, it is likely that the modes will be very similar to those in use today, though the technology of those modes may change (energy source, autonomous vehicles). As the plan is updated every 4 years, future updates will have better opportunities to observe changes in technology more clearly than we currently can and still respond in a timely fashion.	

Commenter	Chapter	Topics	Generalized Comment Summary	Response	Proposed Text Changes
13	Whole	Technology	No serious discussion of changing transportation (and other) technologies. 26 years ago was 1988.	<p>p. 10-11 explicitly discusses the many ways that emerging technologies influence travel modes, patterns, and even the need to travel at all.</p> <p>Use of changing and emerging transportation technologies is also embedded throughout the plan, and sometimes use of changing technologies is assumed, without calling them out as "technologies". For instance, the highway plan discusses active traffic management and MnPASS, which depend on changeable message signs, GPS, cell phone tracking to determine travel times, etc. In the same way, the transit plan assumes AVL, real time vehicle arrival signs and other ITS features that future transit will use, without calling them out as ITS technologies.</p> <p>Many technologies will actually influence transportation in unexpected ways so it is important to remain flexible as these evolve. For instance, recent studies show that in-car information systems, touted to help the driver as they have evolved for 20 years, are proving to be distracting and detrimental to safety. The 20 year plan is updated every 4 years so it will change incrementally as technology evolves, as is acknowledged in last paragraph on p. 10.</p>	
59	Whole	Housing Policy Plan	The Housing Policy Plan requires the Metropolitan Council to identify the need for affordable housing in each community and negotiated goals. Housing is intrinsically related to transit, parks, and the other regional systems. Is the intent to incorporate whether communities or transit providers have met affordable housing goals as part of the Regional Service Improvement Plan (RSIP)?	The Council may consider affordable housing goals in transit investment decision making through both the RSIP and Setting Regional Transitway Priorities as part of Thrive MSP 2040's integration principle. These inclusions will be considered through the future Work Program items to update the Regional Service Improvement Plan and Setting Regional Transitway Priorities. Suburban transit providers will be asked to participate in both processes.	
88, 99	Whole	Housing Policy Plan	Integrate the housing goals into the TPP.	The Council is working toward better alignment and integration of the Transportation Policy Plan and the Housing Policy Plan. This effort is building upon the work that has been done under the umbrella of the Regional Solicitation over the months since the Housing Policy Plan and the Transportation Policy Plan were released for public comment. Although this will be an ongoing effort beyond the adoption of this plan, the final draft of the Transportation Policy Plan will contain revised language that emphasizes the connection between transitway investments pursuing federal funding and the importance of local initiatives, plans and policies that create or preserve a mix of housing affordability. The work plan tasks involving equity will be expanded to include housing.	<p>Various changes have been made to the Land Use chapter.</p> <p>Added affordable housing as a prioritization and evaluation factor to work plan list on pp. 317 and to work program list on pp. 375.</p>