

PUBLIC COMMENT REPORT

2020 Update 2040 Transportation Policy Plan



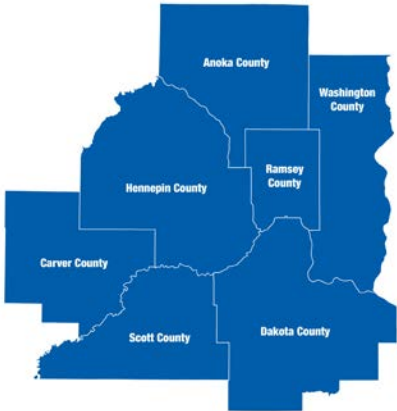
METROPOLITAN
C O U N C I L

September 2020

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

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

On request, this publication will be made available in alternative formats to people with disabilities. Call Metropolitan Council information at 651-602-1140 or TTY 651-291-0904.

Comment Overview

This report summarizes comments received for the Draft 2020 Update to the 2040 Transportation Policy Plan public comment period. The draft plan was released for the purposes of public comment on June 24, 2020, and comments were accepted through Aug. 10. During that time, the plan was available on the Metropolitan Council’s website and through printed copies as requested.

The Council proactively promoted availability of the comment draft, placing the public notice online, advertising the comment period in the paper, through social media and other methods. The Council hosted a public meeting on July 27, 2020 during the online Transportation Committee meeting.

The following report includes a spreadsheet that summarizes the comments received, the individual, organization or agency that made the comment, the staff response to the comment, and any changes made to the 2020 Update to the 2040 Transportation Policy Plan.

Over 200 commenters participated, including individuals and representatives of organizations – local governments and non-profit organizations. We logged 419 comments.

Forward-looking social media emphasis

We used social media to highlight new work plan items that will inform the 2050 Transportation Policy Plan. As with the web page, we also translated the posts into Hmong, Somali and Spanish. Several Facebook posts were boosted to reach a broader audience than typically follows the Metropolitan Council Facebook page.

Metropolitan Council
July 31 · 🌐

Viewing: English ▾

Public transportation has changed dramatically during the outbreak. What protections would you like to see before widespread transit service resumes?

As part of the 2020 Transportation Policy Plan Update, we'll be studying and comparing travel behavior before and after COVID-19. <https://metrocouncil.org/tpp>

Kev cajj npav thiab cajj tshab ntiav tau hloov lawm ntau heev vim muaj tus kab mob kis thoob qab ntuj. Koj yuav xav kom muaj tej kev tiv thaiv li cas tshwm sim ua ntej rov cajj npav thiab ntiav tshab thauj neeg txuas mus ntxiv?

Nrog rau cov hom phiaj 2020 Transportation Policy Plan Update, peb yuav kawm thiab ntsuas seb tibneeg siv tej kev thauj mus los li cas ua ntej thiab tom qab muaj tus kab mob COVID-19. <https://metrocouncil.org/tpp>

Performance for Your Post

1,131 People Reached

30 Reactions, Comments & Shares

7 Like	7 On Post	0 On Shares
2 🤩 Wow	2 On Post	0 On Shares
1 😡 Angry	1 On Post	0 On Shares
18 Comments	18 On Post	0 On Shares
2 Shares	2 On Post	0 On Shares

114 Post Clicks

7 Photo Views	2 Link Clicks	105 Other Clicks
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NEGATIVE FEEDBACK

2 Hide Post	0 Hide All Posts
0 Report as Spam	0 Unlike Page

Reported stats may be delayed from what appears on posts

Get More Likes, Comments and Shares
When you boost this post, you'll show it to more people.

1,131 People Reached **144** Engagements **Boost Post**

👍👎🗨️ 10 9 Comments 2 Shares

Facebook post example

People engaged	<ul style="list-style-type: none"> • Web pages – 818 unique visitors • Facebook reach – 10,324 users • Facebook engagement – 664 users • Twitter engagement – 85 users
Stakeholders involved	<ul style="list-style-type: none"> • 215
Meetings/interactions	<p>Transportation committee public meeting</p> <ul style="list-style-type: none"> • 31 registered, 1 speaker
Interest groups and agencies engaged	<ul style="list-style-type: none"> • Alliance for Sustainability/ Resilient Cities and Communities Coalition • Carver County • Citizen Advocates for Regional Transit • City of Golden Valley • Como Community Council • Fresh Energy • L & L Black Farms • Move Minneapolis • Saint Paul Bicycle Coalition • Sierra Club Northstar Chapter • The Society for Faces • Southwest Transit • Sun Transit • Washington County
Methods used	<ul style="list-style-type: none"> • Web announcement and web page notice • GovDelivery email announcement • Email invitation to tribal communities and organizations • Facebook • Twitter • Star Tribune classified advertising • Public meeting
Comments received through	<ul style="list-style-type: none"> • Email • Facebook • Mail • Public meeting • Twitter • Web form

The Metropolitan Council can provide a written record of all comments made by letter, email, online, or on the phone on request.

Key Engagement Themes

Public comments produced the following themes

- Eliminate road expansion and invest in transit and active transportation to mitigate climate change and lower vehicle miles traveled
- Black, brown, indigenous communities and low-income populations are the most impacted by climate change; plan and invest to mitigate (transportation) inequities
- Promote best practice in parking policy to influence climate change and other negative effects

Additional comment topics

- Safety and security on transit
- Transit investment priorities (ABRT, other corridors)
- Support for bicycle and pedestrian investment
- Lack of support for LRT
- Support for bus and regional fleet electrification

How to Use this Document

The following spreadsheet summarizes the comments received, who made the comment, and the staff response to the comment. There is 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 people or groups who made the comment.

In order to find the comments of an individual or group, follow these steps:

1. Look for an individual or group name on the List of Commenters table.
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 the commenter identification number and hit the Enter key.
5. Your document software will identify all the comments that were made by that commenter.

ID	Commenter Name	Organization
1	Kayte Barton	
2	Mohomed Yusef	Sun Transit
3	Alex Schieferdecker	
4	LeAnne Dahl	
5	Ronald Hobson	
6	Jack Barbier	
7	Taxpayer	
8	Cory Schaffhausen	
9	Gillian Rosenquist	City of Golden Valley
10	Chris B	
11	Leslie Nussbaum MD	
12	Mark Hughes	
13	Harrison Deckard	
14	John Fontecchio	
15	Todd Hintz	
16	Brian Mattson	
17	Mark Hansen	
18	Ella @huntresscyndy	
19	Phil Blackbird Cross	
20	Robert Gerhart	
21	R. Schleyer	THE SOCIETY FOR FACES
22	Nancy Stier	
23	Jeremy Hop	
24	Mike Mueller	
25	Andy Dreier	
26	Kenny Fennell	
27	James McCluskey	
28	Michelle Johnson	
29	Ricky Bentley	
30	Adam Braaten	
31	Mca Voight	
32	Jill Robison	
33	Thressa Johnson	
34	Ariel Kagan	
35	Jennifer Harmening Thiede	
36	Bryan Wyberg	
37	Cindy Buschena	
38	Leslie MacKenzie	
39	Antonio Pacifico	

ID	Commenter Name	Organization
40	Kelsey Brodt	
41	Doug Jost	
42	Robert H Albers	
43	Amelia Narigon	
44	Vicki Smith	
45	Gerald Nolte	
46	James Kalb	
47	Charles Fitze	
48	Larry Bogolub	
49	Susan Macpherson	
50	Peggy Erickson	
51	Sheila Maybanks	
52	Linda Neukircher	
53	Janelle Hill	
54	Karen Javurek	
55	Rebecca Shockley	
56	Elizabeth and Wayne Paulson and Mayer	
57	William 'Skip' Dykoski	
58	Betsey Porter	
59	Cora Preston	
60	Brayden Mahoney	
61	Grecia Glass	
62	Vicki Drake	
63	Hilary Reeves	
64	Scott Russell	
65	Jean Greenwood	
66	Nicole Davis	
67	Robert Smith	
68	Denise Marlowe	
69	Natasha Villanueva	
70	Deborah L Steinmetz	
71	Nicole Everling	
72	Sten Severson	
73	Anthony Hirschman	
74	Brian Adams	
75	R A Fuller	
76	Jonathan Eirten	
77	Jerry Lee	
78	Alana Hendrickson	

ID	Commenter Name	Organization
79	Kate Blau	
80	Jason Husby	
81	Paul Moss	
82	Sheila Tran	
83	Autumn Raw	
84	Tommy Markley	
85	Tim Meinke	
86	Jennifer Schally	
87	Daniel Dummer	
88	Martha Pott	
89	Brian Wilkerson	
90	Kjirstin Campos	
91	Audrey Kingstrom	
92	Elizabeth Stoltz	
93	Ryan Baka	
94	Julie Sell	
95	Pamela Martin	
96	Delaney Russell	
97	Lisa Barry	
98	Sasha Lewis-Norelle	
99	Susan Reichel-Halverson	
100	Beatel Iliff	
101	Molly Ludden	
102	Adam Bastian	
103	Keith Thompson	
104	Charles R Steffel	
105	Frank Steinhauer	
106	Kathleen Kaysinger	
107	Michael Chutich	
108	Pierre Gingerich-Boberg	
109	April Narcisse	
110	Adrianna Jereb	
111	Randy Nies	
112	Andrew Larson	
113	Debbie Meister	
114	Carie Stattman	
115	Susan Kallman	
116	Susan McNichols	
117	Joshua Houdek	Sierra Club Northstar Chapter
118	Matthew Saxe	

ID	Commenter Name	Organization
119	Kristel Buck	
120	Susan Metheney	
121	Gavin Kraus	
122	Ridwaana Allen	
123	Jack Tungseth	
124	Caitlin Boley	
125	Scott Dahlquist	
126	Sarah Nurnberger	
127	Lois Marie Larson	
128	Jennifer Krinke	
129	Jim Hawkins	
130	Danette Knickmeier	
131	Brandon Allen	
132	Lynn Fuller	
133	Melissa Partin	
134	Jon Lee	
135	Richard Newmark	
136	Rachel Schulman	
137	Adrian Bennett	
138	Dick Ottman	
139	Alice Madden	
140	Ann Skoog	
141	Lucy Elliot	
142	Maryann McMahon	
143	Joseph Rojas	
144	Rich Nymoen	
145	Devin Tomson-Moylan	
146	Leanne Segersin	
147	Cheryl Ritenbaugh	
148	Amy Grace	
149	N Gardner	
150	Amelia Shoptaugh	
151	Katie and Rick Fournier	
152	Pamela Thinesen	
153	Ellen Jaquette	
154	Daniel Tikk	
155	Rebecca Shedd	
156	Erin Henry	
157	Deborah Alper	
158	Steven Steele	

ID	Commenter Name	Organization
159	Elissa Schufman	
160	Nicholas Vorpahl	
161	Kathryn L Giebenhain	
162	Tracy Stessman	
163	Geoff Fisher	
164	Joel Jensen	
165	Kathi Ha	
166	Rich Kronfeld	
167	Laura Zilverberg	
168	Martha Krikava	
169	Anne Bishop	
170	Sarabear Kelly Modlin	
171	Mandie Flint	
172	Teresa Schneider	
173	Jessica Rocheleau	
174	Gretchen Bratvold	
175	Samantha Coolidge	
176	Lucretia Blair	
177	Lisa Mills	
178	Stacie Hammes	
179	Jennifer Munt	
180	Liina Laufer	
181	Jerome Comeau	
182	Lindsay Simons	
183	Pat Ament	
184	Christina Wong	
185	Dennis Hauck	
186	Kaitlyn Denten	
187	Marya Hart	
188	Andrew Cook	
189	Alicia Chiaravalli	

ID	Commenter Name	Organization
190	Hazel Pfeifer	
191	Mathews Hollinshead	
192	Kristi Papenfuss	
193	Barbara Thoman	
194	Jeanine Malec	
195	Elizabeth Merryman	
196	Emily Marti	
197	Sonja Meintsma	
198	Drew Davis	
199	Sarah Murn	
200	Sophia Pechaty	
201	Doreen Kloehn	
202	n/a	n/a
203	Chad Martin	
204	Carver County	Carver County
205	Jay Severance	
206	Mary Morse Marti	Move Minneapolis
207		Citizen Advocates for Regional Transit
208	Matt Fyten	Southwest Transit
209	Leonard Blewett	
210	Michael Kuchta	Como Community Council
211	Lisa Black	L & L Black Farms
212	Anjali Bains	Fresh Energy
213	Sean Gosiewski	Alliance for Sustainability/ Resilient Cites and Communities Coalition
214	Charles Duda	
215		Washington County
216	Chairman Keith B. Anderson	Shakopee Mdewakanton Sioux Community

Topic	Comment summary	Response	Commenter(s)
Areas of Concentrated Poverty	Revise references to Areas of Concentrated Poverty with 50% People of Color to reflect the Council's current designations and definitions.	The references to ACP50s in the TPP will be updated to reflect this evolution of how the data is being used.	215
Arterial bus rapid transit planning	The TPP update should include language that references existing agreements between SouthWest Transit and the Metropolitan Council about requesting and receiving permission from the SouthWest Transit Commission to operate in SouthWest Transit's service area.	The Council supports coordination of service planning across transit provider service areas and the Transportation Policy Plan is not prescriptive about where transit providers can and cannot operate. This detail is best handled by agreements between providers (as described in the comment) and left out of the Transportation Policy Plan. If corridor-level planning were to advance on the American Blvd arterial BRT line and it were to amended into the Current Revenue Scenario, a lead agency would be identified and would reflect any agreements that are in place or plan to be in place between transit providers. Until then, no change recommended.	208
Bicycle and transit infrastructure	Applaud the plan's investments in walking, bicycle and transit infrastructure and its commitment to supporting land use that complements these modes.	Comment acknowledged.	206
Committing to action on climate change and equity	Adopting a clear vision to reduce climate changing emissions from our transportation system while promoting equity will advance the ideals of stewardship, prosperity, equity, livability and sustainability.	<p>To further work that addresses climate change, the plan includes two work program items that will directly work toward climate change mitigation. One project is an Electric Vehicles Planning Study that will bring expert resources and partners together to work toward accelerating the adoption of electric vehicles in the Twin Cities. A second project related to this work is a Planning Scenarios for Greenhouse Gas Emissions project that has a team of researchers creating greenhouse gas inventories and scenario planning tools to aid local units of government in being able to consider and evaluate a wide variety of climate change mitigation strategies.</p> <p>With regards to equity, the revised Work Program also includes an equity evaluation of regional transportation investment decision-making processes. The Council is committed to implementing recommendations from this study and others as we continue to learn how to make our transportation investment decision-making more equitable. Note: The comment portion about electric buses is addressed in the response to comment 212.13 from this letter.</p>	212

Topic	Comment summary	Response	Commenter(s)
DBE participation and goals	DBE participation and goals	The Council's Office of Equal Opportunity (OEO) establishes goals for participation of Disadvantaged Businesses (women and minority owned) for each of the Council's contract procurements. The goals can vary based upon the availability of DBE businesses available to respond to the specific type of work required in the project scope. The Council's DBE office tracks the required participation to assure that the contract participation is upheld.	2
Electric buses	Despite the immense interest in electric buses from the public and Met Council, very little space of the 2020 Update Overview is given to consideration of electric buses or electric vehicles at large.	The Council is committed to minimizing the impact of the regional bus fleet on the environment. Electrifying the bus fleet is still a significant strategy in the Council's commitment. The Council is currently working through technical issues with the vendor to ensure that electric buses can operate reliably and consistently throughout their service life. Reliability is still a factor that must be weighed against other factors that are important to customers and the community. The commitment to fleet electrification will continue to be a key strategy in the future. The Transportation Policy Plan's Work Program item on private automobile electrification is an important step in understanding the systemic changes needed to encourage and accommodate the infrastructure for electric vehicles. The results of this study will inform the next iteration of the Transportation Policy Plan. No change recommended.	212
Electric Vehicles	Charging fees for charging electric vehicles	Individual public and private providers of electric vehicle charging stations decide whether and how much to charge for this service. They consider factors such as a desire to accelerate the benefits of electric vehicles (e.g. climate mitigation and public health), cost recovery, impacts on usage and many others.	14
	Phase out internal combustion engines	We agree that moving toward electric vehicles is an important climate mitigation strategy within transportation and additionally has significant public health benefits. The Transportation Policy Plan's Work Program includes an electric vehicle planning study to accelerate adoption and we anticipate this work to be well underway during 2020.	166
	Promote and refine electric cars	We agree that moving toward electric vehicles is an important climate mitigation strategy within transportation and additionally has significant public health benefits. The Transportation Policy Plan's Work Program includes an electric vehicle planning study to accelerate adoption and we anticipate this work to be well underway during 2020.	42

Topic	Comment summary	Response	Commenter(s)
Electric Vehicles, CAVs, and Equity	Utilize full bus electrification to provide health benefits to transit operators and maintenance crews. Study connected and autonomous vehicles now to be sure public benefits lead private industry. Go beyond the study of equity to implementation. With upcoming electric vehicles study proceed quickly given how rapidly the industry is changing, avoid duplicating previous work of MnDOT and MPCA, consider how to pair the electric demands of charging with the cleanest power available and consider charging infrastructure to support transportation network companies and urban freight.	The Metropolitan Council prioritizes the health and climate benefits that vehicle electrification can provide in our community including to those within our own agency. The Metropolitan Council agrees that CAV implementation must be led by desired community outcomes such as stewardship, prosperity, equity, livability and sustainability. Equity is a priority focus area for us. The Metropolitan Council has included equity in the Regional Solicitation as part of project scoring and this has evolved over time and will continue to evolve as we learn from experience. The Metropolitan Council will proceed with the Electric Vehicles Planning study as quickly as possible, build on the important work done by others, consider how best to match the electric demand from these vehicles with the cleanest power available and explore a wide variety of strategies to accelerate the adoption of electric vehicles in a wide variety of use cases.	212
Equitable transportation system	Recommendations regarding equity in transportation: use a lens of race, gender and economic equity; create transit hubs that supports mobility and access for all users, including multilingual and accessible transportation; promote the positive impacts transit can have on public health and climate at stations; support a workforce of transportation employees that assures pathways for advancement.	Equity is a priority for the Council, and we recognize that we must continue to work to reduce disparities and the transportation systems' contribution to these regional disparities. We will share these comments with our partners who also play roles in transportation project selection processes. We have incorporated equity into evaluation criteria for transportation projects in the region selected through the Regional Solicitation. The region's draft update to the Transportation Policy Plan specifically contains a revised Work Program item to conduct an equity evaluation of regional transportation investment decision-making processes. The Council is committed to implementing recommendations from this study and others as we continue to learn how to make our transportation investment decision-making more equitable. We will share the comments about transit shelters and stations with the region's transit agencies.	212
Express trains, intercity	Support for Council role in advancing intercity passenger rail corridors.	The Council respects the role of MnDOT as the intercity passenger rail lead agency for the state, although the Council does serve as an advisor to most corridor and statewide planning efforts for passenger rail. A change in this role would require some authorization or direction from the state legislature. At this time, there are no plans for the Council to assume a larger role in intercity passenger rail planning. No change recommended.	6

Topic	Comment summary	Response	Commenter(s)
Fiscal Constraint for Transitway Funding	Include details on how planned transitways will be funded if federal Capital Investment Grants are not awarded.	The 2040 TPP does assume federal funding participation in our planned transitways through the Capital Investment Grant program. This is shown in the Transit Investment plan. If this federal funding does not materialize, then alternative funds will need to be identified to fill the funding gap or the project will be removed from the TPP's current revenue scenario. Identifying the funds will be the responsibility of the project lead agency. No change recommended.	204
Highway projects	Closure of Dale Ave exit from I-94 and easing up on regional highway projects	As our highway system ages and faces growing usage, construction projects are required to maintain it in good working order and improve it for current and anticipated issues. Roadway authorities make many efforts to minimize the impacts of construction from working at night, individual lane closures, incentives to contractors for speedy completion and many others.	13
Interchange need and approvals	Interchange need justification can be based upon safety needs	<p>Pages F.3 and F.4. Appendix F will be changed to clarify that the Principal Arterial Intersection Conversion Study is not the only way to demonstrate need for an interchange and that interchanges in some cases can be an effective safety treatment where mobility is not a primary concern by adding this sentence "<i>Interchanges are generally in response to primarily a mobility need, however they can be a solution to a persistent safety problem as well. Studies such as corridor studies, intersection studies and regional studies like the Principal Arterial Intersection Conversion Study can be helpful to also demonstrate need.</i>"</p> <p>We also recommend updated text in appendix F to clarify that although the Principal and A-Minor Arterials make up the primary highway mobility network in the region, there are cases where interchanges are appropriate off of this system, new text to be added: "<i>Is the cross-street of the proposed project a principal arterial or A-minor arterial? If not, are there exceptional circumstances such as a persistent safety problem or a non-traditional design solution to avoid environmental impacts that could justify an interchange solution.</i>"</p>	204
Intercounty Transit	Costs of the intercounty transit systems need to be supported and there need to be more connections with the park and ride lots in the outer metro area.	The Metropolitan Council agrees that it is important to provide connections to other parts of the state outside of the seven-county metro area. There are many challenges associated with coordinating services efficiently across providers, but we always want to understand the challenges associated with	211

Topic	Comment summary	Response	Commenter(s)
		traveling the system. This comment will be shared with Transit Link staff to follow up and learn more about the challenges. No change recommended.	
Investment strategy	Invest in transportation with a climate change and equity framework	As we work toward the 2050 update for this plan, we will be looking at all aspects of engagement and how we can improve access to the plan for all users, as well as how the plan addresses climate change and equity more clearly across the document.	26
Maps	Map quality and detail	Comment acknowledged, future updates of the TPP will incorporate more interactive and zoomable mapping allowing for detailed project review.	10
Metro Mobility	Concerns about Metro Mobility passenger confirmation for customer safely reaching destination	Ensuring a positive passenger experience on the regional transit system is one of the objectives of the Transportation Policy Plan. This comment will be shared with Metro Mobility staff. No change recommended.	4
	Poor customer experience on Metro Mobility	Ensuring a positive passenger experience on the regional transit system is one of the objectives of the Transportation Policy Plan. This comment will be shared with Metro Mobility staff. No change recommended.	12
	Questions about Metro Mobility expansion plans	Under the Americans with Disabilities Act, Metro Mobility is required to provide service that is comparable to the service offered by the region's all-day, local, regular-route bus and train system. Specifically, the Council must provide the federally mandated service within three-quarters of a mile of any all-day, local bus or rail route in the Twin Cities with similar hours of availability. When the regular route system is updated with new routes or trips times, Metro Mobility does the same to align our service with those changes. Over the last few months, staff have worked to make updates to match areas or hours where service is expanding. With this alignment, you may see differences to the list of service areas and hours by community. Also, some trips that used to go on standby may now be guaranteed, while some trips that aren't currently on standby may be in the future. For now, we are only expanding hours and levels of service to match regular-route growth. Later this year, Metro Mobility will look at areas where regular-route service has been reduced. For updated information on Metro Mobility service hours by community, please go to "Trip Provider Areas and Hours" section at metromobility.org or contact the Metro Mobility Service Center. No change recommended.	1

Topic	Comment summary	Response	Commenter(s)
Metro Transit Police Department	Metro Transit Police should use public transportation instead of squad cars	Metro Transit police require squad cars to provide mobility to various locations throughout the full extent of the regional transit system. Calls for Metro Transit police can be directly to incidents on a transit bus or rail vehicle or often can occur at stations, bus stops and other related transit facilities. The squad cars provide for quick response and mobility as is often needed in serious situations.	19
Open streets	Bikes, not pedestrians, are better suited to use roadways that were temporarily changed to accommodate physical distancing for walking and biking during the COVID-19 pandemic.	Changes made to roadways during the COVID-19 pandemic to provide additional space for people walking or biking were decisions made by the local agencies who own and maintain those roadways.	16
	Eliminating cars	The Transportation Policy Plan includes all modes of travel in the region, with a chapter focused on Highways. The plan does not propose eliminating the use of cars.	14
	Extra space for walking and biking is nice to have	Comment acknowledged. We will forward your comment to our local partners who made the decisions to temporarily change their local streets in this way.	15
	Plan for opening more streets to bicycle and pedestrians	Council staff are tracking the trend of traffic changes and re-purposing streets during COVID and will work with local roadway partners to explore future opportunities to expand or learn from this short-term strategy as more information becomes available. No change recommended.	8
Parking	Promote best practice in parking policy	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning.</p> <p>The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metrocouncil.org/Communities/Planning/Local-Planning-</p>	32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137,

Topic	Comment summary	Response	Commenter(s)
		<p>Assistance/CVA.aspx), and our Surface with Purpose Tool (https://metrotransit.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx).</p> <p>The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p> <p>The Council is adding a Work Program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>	138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 203
Planning for B Minor Arterials and Collectors	Include analysis for the full federal aid system that includes B Minor arterials, and major and minor collector roadways.	The Transportation Advisory Board in the past made a policy decision to restrict eligibility of the region's federal transportation funds allocated through the Regional Solicitation to Principal Arterials and A-Minor Arterial roadways. The Highway Investment chapter also primarily focuses its analysis on these same roadways as these are the roadways impacted by the investments included in the TPP. The Land Use chapter addresses lower roadway classifications and the Finance chapter accounts for revenues and spending on all levels of roadways. This approach has been approved by FHWA in their acceptance of several policy plans. Future discussions could take place whether the recommended change makes sense for the region as part of the 2050 TPP.	204
Planning role	Overall planning and control of the regional transportation network should	Planning for the regional transportation system, which includes the region's major highways (principal and minor arterial roads), major transitway and transit investments, and aviation system is the responsibility of the Council under state and federal law. State law (the Land Planning Act) requires the	205

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	be the responsibility of the Metropolitan Council.	comprehensive plans of the region's local governments (counties, cities and towns) to be consistent with, and conform to, the regional transportation system plan. The Council is just concluding the process (which occurs every 10 years) whereby each local government is required to update it's long range comprehensive plan for review by the Council for consistency and conformance with the Transportation Policy Plan. For this recent process the 2015 version of the plan is the document used for review purposes, but with each update of the TPP we notify local governments of any system change and whether it requires an amendment to the local plan to remain consistent with the regional plan. This process is repeated after each census and will again begin in 2024. This planning process allows a strong level of coordination and cooperation between local governments and the Council as the regional planning entity to achieve both local and regional goals and desired outcomes.	
Racial disparities and low-income residents	Commit to redressing past harms and prioritizing projects that enhance the mobility and overall well-being of communities of color.	Equity is a priority for the Council, and we recognize that we must continue to work to reduce disparities and the transportation systems' contribution to these regional disparities. We will share these comments with our partners who also play roles in transportation project selection processes. We have incorporated equity into evaluation criteria for transportation projects selected through the Regional Solicitation. The region's draft update to the Transportation Policy Plan specifically contains a revised Work Program item to conduct an equity evaluation of regional transportation investment decision-making processes. The Council is committed to implementing recommendations from this study and others as we continue to learn how to make our transportation investment decision-making more equitable.	206
Red Line schedules	Request for updating Red Line schedules	Comment to be forwarded to Metro Transit. The Transportation Policy Plan does not include detail on transit schedules. No change recommended.	22
Reduce vehicle miles traveled and greenhouse gases, and advance equity	Help cities and counties to achieve metro-wide vehicle miles traveled reduction goals and mode shift goals to help achieve our Minnesota, metro and city climate and equitable development goals- 50% greenhouse gas reductions by 2030 and 80% by 2050.	<p>This plan does invest in improved transit, bicycling, walking and telecommuting to reduce VMT. This plan supports the safety, climate and other benefits of reducing lanes where local units of government have deemed this appropriate. This plan also has limited investments in highway expansion.</p> <p>The Update includes two Work Program items that will directly work toward climate change mitigation, an Electric Vehicles Planning Study that will bring expert resources and partners together to work toward accelerating the</p>	213

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		adoption of electric vehicles in the Twin Cities and a Planning Scenarios for Greenhouse Gas Emissions project that has a team of researchers creating greenhouse gas inventories and scenario planning tools to aid local units of government in being able to consider and evaluate a wide variety of climate change mitigation strategies. We recognize the need to do more work in this area and will continue to identify needed studies and analysis in this area.	
Reducing VMT	Make reducing vehicle miles traveled a core regional goal and reverse highway expansion due to the urgency of climate change	<p>This plan does invest in improved transit, bicycling, walking and telecommuting to reduce VMT. This plan supports the safety, climate and other benefits of reducing lanes where local units of government have deemed this appropriate. This plan also has limited investments in highway expansion.</p> <p>The Update includes two Work Program items that will directly work toward climate change mitigation, an Electric Vehicles Planning Study that will bring expert resources and partners together to work toward accelerating the adoption of electric vehicles in the Twin Cities and a Planning Scenarios for Greenhouse Gas Emissions project that has a team of researchers creating greenhouse gas inventories and scenario planning tools to aid local units of government in being able to consider and evaluate a wide variety of climate change mitigation strategies. We recognize the need to do more work in this area and will continue to identify needed studies and analysis in this area.</p>	3
RBTN and Gold Line Transitway	Washington County appreciates the inclusion of Gold Line transitway trails in the Regional Bicycle Transportation Network (RBTN) and the inclusion of a process to regularly update the RBTN.	Appreciation acknowledged.	215
Riverview corridor	The locally preferred alternative for Riverview, as currently approved, has several deficiencies	Ramsey County is the lead agency for developing the Riverview project and is currently responsible for project decision-making related to the stations and alignments, although the Council participates as a technical advisory. We will forward this comment to Ramsey County for consideration. No change recommended.	205
Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active	The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide	32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 41, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67,

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	<p>transportation to mitigate climate change.</p> <p>Oppose freeway expansion projects included in Chapter 5, including adding lanes and constructing new arterial highways. Encourage a stronger fix-it first policy</p>	<p>Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety.</p> <p>The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another.</p> <p>The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB to aid in their decision-making.</p> <p>Of the TPP's regional highway spending, the majority of the financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the</p>	<p>68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 137, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 203, 206</p>

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		<p>TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles.</p> <p>A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A recommended change is to add a Regional TDM study to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway improvement strategies would continue to follow the sequence already shown in the draft TPP: traffic management technologies, spot mobility (low cost/high benefit spot mobility improvements), MnPASS lanes, and strategic capacity enhancements.</p> <p>The Metropolitan Council is currently involved in several climate change studies that will identify strategies (actions) with the largest potential to reduce the impacts of the regional transportation system and land use and development on climate change. One of these efforts is an Electric Vehicle Planning Study, starting later this year, that will identify strategies for accelerating the adoption of electric vehicles within the region and providing the necessary charging infrastructure for a more rapid adoption. The second study will identify strategies (actions) and develop a scenario planning tool for local governments, including the Council, to use to model the climate impacts a chosen group of strategies might have on climate change. This tool will allow local governments to analyze tradeoffs of benefits, costs and effectiveness of potential mitigation strategies such as transportation improvements, land use changes, TDM strategies or other types of climate mitigation strategies. The results and recommendations of these studies will be incorporated into the development of the 2050 Regional Development Framework (Thrive MSP 2040 update) and the 2050 Transportation Policy Plan.</p>	
Safety on transit	Transit carries dangerous people to locations.	The transit system is a public service needed by many individuals throughout the region to reach their places of work, school, shopping and other daily needs. The Metro Transit police exist to minimize and respond to	20

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		dangerous incidents that can occur on the public transit system. A major goal of Metro Transit is to keep the system safe for all users.	
State Fair transportation improvements needed	Managing transportation demand to, from, and around the Minnesota State Fair. The lack of a comprehensive, regional approach is a serious gap in your 2040 plan.	Managing roadway traffic and congestion near the State Fair grounds is an operational responsibility of the cities of St. Paul and Falcon Heights, Ramsey county and the State Fair board. These entities work together to seek to maximize access to the fair while minimizing congestion and impacts on the local neighborhood. In addition the State Fair board works with Metro Transit and private transit providers to maximize the usage of transit by state fair attendees. This comment will be provided to the Fair board and to the local governments.	210
Streetcars	Suggested reading on streetcar history	Comment acknowledged. No change recommended.	7
Telework	More people teleworking means light rail is a waste of money, shouldn't be built	The Council will continue to monitor changes in travel patterns resulting from the COVID-19 crisis and make adjustments to the plan, if needed. This analysis is included in the Plan's Work Program. The Council supports building a multimodal transportation system that includes a variety of travel options for the people of the region. Light rail transit has been successful to date in increasing access to destinations for many regional residents as evidenced by ridership numbers beyond the project forecasts. These lines have also helped spur economic development along them, supporting more housing, businesses, and jobs for the region. The light rail lines were identified through extensive corridor and regional planning with robust engagement processes and are well supported by the communities along the lines and by the funding partners that have committed to providing the local funding for the projects. No change recommended.	14
	Positive telework experience	Comment acknowledged. No change recommended.	17, 18
Transit and active transportation	Please prioritize improvements to pedestrian infrastructure and pedestrian safety.	In the third quarter of this year, the Council is beginning work on a regional Pedestrian Safety Action Plan that will analyze crash data and identify ways that our local partners can help improve pedestrian safety on their roadways. This work is scheduled to be completed next year, and we anticipate that this plan will also recommend ways to help evaluate roadway projects for pedestrian safety in our funding processes.	196

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	Provide municipalities assistance related to pedestrian-friendly land use and reduce dependence on driving.	The Transportation Policy Plan includes a number of resources on pedestrian-friendly land use planning in both the Land Use and Local Planning chapter and Bicycle and Pedestrian Investment Direction chapter. These concepts are further explored in a variety of program administered by the Council through the Regional Solicitation, Livable Communities Act, Regional Parks funding, and Transit-Oriented Development Guide. All of these programs have substantial staff resources dedicated to them to support local governments. The Council will continue to explore ways to improve this discussion and related resources for local governments, but our resources generally respond to specific requests being made by multiple local governments in which is a regional need is identified. No change recommended.	193
Transit and future density	Provide or prioritize transit connections to new areas of density	<p>The Council does consider it important to consider areas of the region that are experiencing change, particularly new growth, when planning for transit. The Council encourages transit agencies to consider this information and does try to incorporate both recently built development and planned development into transit planning exercises throughout the agency. There are limitations to how thoroughly this can be incorporated, depending on the data availability and level of detail needed to adequately consider this factor in planning exercises.</p> <p>The Council is exploring ways to incorporate planned growth into transit planning tools like the Transit Market Areas, as well as more frequent updates of that dataset. As this research matures, the Council will incorporate any results into the TPP in the future. Concurrently, the Council is looking at local 2040 Comprehensive Plans for their discussion of anticipated growth and policies that would create a transit-support development pattern. This input may also inform future planning exercises for transit. While we are recommending no change in response to this comment, it is an issue that will be explored through multiple efforts in the coming years and a change may result from that work in the future.</p>	9
Transit corridors	A suggested solution for the Blue Line Extension corridor regarding issues with BNSF right-of-way	The Council is committed to advancing the METRO Blue Line Extension and bring important transit expansion to the northwest metro. The draft 2040 Transportation Policy Plan was edited to reflect the latest status of the locally preferred alternative and ongoing project delivery efforts. "As of late 2020, due to the inability to secure colocation rights on the BNSF right-of-way, Hennepin County and the Metropolitan Council are exploring ways to	205

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		deliver the Blue Line Extension project without the use of BNSF right-of-way."	
	Blue Line extension is essential to equitable transit outcomes for northwest metro area	The Council is committed to advancing the METRO Blue Line Extension and bring important transit expansion to the northwest metro. The draft 2040 Transportation Policy Plan was edited to reflect the latest status of the locally preferred alternative and ongoing project delivery efforts. "As of late 2020, due to the inability to secure colocation rights on the BNSF right-of-way, Hennepin County and the Metropolitan Council are exploring ways to deliver the Blue Line Extension project without the use of BNSF right-of-way."	9
	Include language to note that Washington County serves as the local lead to the Highway 36 Transitway study. Appreciation for Gold Line inclusion.	The TPP has been edited to reflect that Washington County is the sole funder of the Highway 36 Transit Study.	215
	Support for bus rapid transit and transit access to jobs on Highway 55	The Council supports the continued exploration of transit improvements in the Highway 55 corridor west of downtown Minneapolis. This corridor is already acknowledged in the TPP as a potential bus rapid transit corridor in the Increased Revenue Scenario. Metro Transit recently submitted an application for Regional Solicitation funding for a demonstration route in the corridor. The Council will continue to work with partners along the corridor to explore other ways to advance transit improvements to connect people to the many jobs in the corridor. No change recommended.	9
	The Blue Line Extension needs to be advanced, with suggestions for how to do so	The Council is committed to advancing the METRO Blue Line Extension and bring important transit expansion to the northwest metro. The draft 2040 Transportation Policy Plan was edited to reflect the latest status of the locally preferred alternative and ongoing project delivery efforts. "As of late 2020, due to the inability to secure colocation rights on the BNSF right-of-way, Hennepin County and the Metropolitan Council are exploring ways to deliver the Blue Line Extension project without the use of BNSF right-of-way."	191
	The Gold Line should move higher in Federal Transit Authority Capital Investment Grant rankings or risk not	The Council is working hard to advance a number of projects in the FTA's Capital Investments Grant program, including the METRO Gold Line. In February 2020, the Gold Line received an overall rating of Medium-Low	191

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	getting a federal full funding grant agreement.	from the FTA, which was based on some late and unanticipated 2019 ridership modeling assumptions by the FTA. Additional park-and-ride capacity was added to the project in coordination with local partners and the FTA, which is projected by staff to boost the rating to a Medium or Medium-High. That additional scope has been environmentally cleared and is incorporated in the 60% design. Although the FTA has not formally re-rated the Gold Line, FTA staff are aware of the scope modifications and concur with the resulting ridership modeling improvements and they have indicated a formal re-rating would be conducted after the risk assessment this fall. No change recommended.	
	The Riverview Corridor LPA would be better with dedicate ROW, and service through the Ford Site.	Ramsey County is the lead agency for developing the Riverview project and is currently responsible for project decision-making related to the stations and alignments, although the Council participates as a technical advisory. We will forward this comment to Ramsey County for consideration. No change recommended.	191
Transit COVID-19	Concern about smoking and sleeping on light rail and loitering at station areas.	Passenger safety and comfort while using the regional transit system are listed as objectives of the Transportation Policy Plan. Comment to be forwarded to Metro Transit. No change recommended.	29
	Increase physical protection for drivers and disease control on transit	Ensuring passenger and operator safety are listed as transit related objectives of the Transportation Policy Plan. Comment to be forwarded to the respective staffs of the region's transit service providers. No change recommended.	25
	Promote transit heavily after COVID-19	Currently, the COVID-19 pandemic continues to spread throughout our region. During the pandemic, transit providers are following health guidance and taking steps to reduce risks to riders and employees. Post-pandemic transit providers should consider ways to assure riders that transit is still a safe option. This comment will be passed on to regional transit providers for consideration.	193
	Use roof vents for airflow on buses, eliminate smoking on light rail	Passenger safety and comfort while using the regional transit system are listed as objectives of the Transportation Policy Plan. Comment to be forwarded to Metro Transit. No change recommended.	214

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Transit Implementation Approach	Need equitable outcomes for the arterial bus rapid transit system planning	<p>There are many factors that have influenced the priority of the arterial bus rapid transit system planning and equity is a significant factor in those influences. The D Line will serve the highest ridership bus route in the region and provide a faster and more consistent schedule along the entire line, which connects to major destinations at both the north and south end with the Brooklyn Center Transit Center and the Mall of American Transit Station. These terminals are both centers of activity and important connection points to routes that serve other major destinations in the region.</p> <p>The E Line will make similar connections at Southdale and the University of Minnesota. It is important to consider neighborhoods that create transit demand, such as the dense areas in the core of Minneapolis, but also where those neighborhoods need to be connected to, such as suburban job centers, education opportunities, and goods and services. This also includes connections to other transit lines that will further the access people can make on the transit system. The Council believes that the D and E lines serve a very important role in advancing equity in this region. Metro Transit is also looking into the next lines that will be planned for arterial bus rapid transit as part of the Network Next work described in the TPP. This comment will be shared with project staff for Network Next as a consideration for the planning of future lines. No change recommended.</p>	5
Transit Investment	Expand the METRO system in the Twin Cities and create a more reliable bus system	<p>The TPP includes funding for nine additional METRO lines to open by 2040. This is a significant transit expansion for the region relative to today's five METRO lines. The Council and its transit partners are continuing to explore additional funding to accelerate the build out of a transit system that better serves the region's residents and businesses, which is represented in the TPP by the Increased Revenue Scenario. The legislature has indicated support for general obligation bonds for several arterial bus rapid transit lines and the Council and the Transportation Advisory Board are in the process of allocating up to \$25 million to an additional METRO line that would be reflected in the 2022-2025 Transportation Improvement Program (TIP).</p> <p>There are also improvements being planned or considered for the local bus system with a focus on speed and reliability. Metro Transit, the region's largest transit provider, is currently working on an effort called Network Next that will explore additional improvements. You can learn more at https://www.metrotransit.org/network-next. By and large, the TPP includes</p>	59

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		<p>the largest commitment to transit expansion in the region's history, but the Council and its transit partners share your desire to continue to do more to make the transit system one of the best in the country. No change recommended.</p>	
	<p>Inadequate investment in rail transit to support economic development in the East Metro.</p>	<p>The mode for each transitway investment is guided by a local planning process, usually led by a County in collaboration with cities, transit providers, and the Council. The process of identifying a locally preferred alternative is a thorough process that considers many factors including a substantial technical analysis, stakeholder engagement, and funding realities. The decision to not pursue rail service on these corridors is the result of these locally led processes and the significant deliberation, analysis, and stakeholder engagement included in them. The Council, along with the agencies leading East Metro transitway planning, support the outcomes of the locally led planning processes and do believe that bus rapid transit, particularly dedicated bus rapid transit as is planned for Rush Line and the METRO Gold Line, will contribute to increased economic development in the East Metro. This factor was a significant deciding factor in the local planning process. No change recommended.</p>	<p>191</p>
	<p>Light rail costs billions to build and the ongoing cost of maintenance, operation and policing are unjustifiable.</p>	<p>The Metropolitan Council supports building a multimodal transportation system that includes a variety of travel options for the people of the region. Light rail transit has been successful to date in increasing access to destinations for many regional residents as evidenced by ridership numbers beyond the project forecasts. These lines have also helped spur economic development along them, supporting more housing, businesses, and jobs for the region. The light rail lines were identified through extensive corridor and regional planning with robust engagement processes and are well supported by the communities along the lines and by the funding partners that have committed to providing the local funding for the projects.</p> <p>Relating to crime and security issues on transit, the Council is conducting a comprehensive review of the Metro Transit Police Department's policing policies, practices, and relationships. This review will require robust and authentic public engagement. The Council will rely on people across our region to ensure the review is informed, comprehensive, and substantive. The Council looks forward to hearing from community members, policymakers, and staff who regularly interact with and depend on transit police. TPP comments pertaining to transit policing will also be considered</p>	<p>209</p>

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		as part of the Metropolitan Council Police Review. No change recommended.	
	Light rail lines are not a good investment of taxpayer money	<p>The Metropolitan Council supports building a multimodal transportation system that includes a variety of travel options for the people of the region. Light rail transit has been successful to date in increasing access to destinations for many regional residents as evidenced by ridership numbers beyond the project forecasts. These lines have also helped spur economic development along them, supporting more housing, businesses, and jobs for the region. The light rail lines were identified through extensive corridor and regional planning with robust engagement processes and are well supported by the communities along the lines and by the funding partners that have committed to providing the local funding for the projects.</p> <p>The Council agrees that light rail trains are not dignified substitutes for shelters or housing and has partnered with local and state officials to address the increase of unsheltered homelessness on transit. As one step to address the needs of people using trains as shelter, the Metro Transit Police Department created the Homeless Action Team (HAT) in 2018. HAT works to connect people with services and housing. Police officers and Met Council's HRA staff work together to identify and refer people who use the transit system as a substitute for appropriate housing. Since September 2018, 105 people have been placed in permanent housing. No change recommended.</p>	14
	Sell the transit system, save taxpayers money.	Comment acknowledged. No change recommended.	30
	The Metropolitan Council is clearly the logical institution to assume responsibility for leading the planning, funding and construction of the backbone light rail system of the region, founded on the principal of equity: north and south, east and west for the prosperity of the entire region.	Transitway corridor planning is usually an effort led locally by counties. The Council assumes the role of design and construction of the lines once corridor planning is complete. There are many reasons why this historical relationship of county planning for transitways developed, going back to the 1970s. In more recent times, the role aligns better with the funding sources used to pay for transitway expansion. The counties in the metro area levy a sales tax for transportation purposes and this is the primary source of non-federal funding for these projects. With the funding under local control and not Council control, it makes sense to continue to allow for local control of	207

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		<p>the planning process to ensure that it supports the desires of the local funding partner.</p> <p>The Council is a strong partner on all transitway planning efforts in the region and supports the elaborate processes that counties go through when identifying projects, including substantial stakeholder outreach. The METRO system that is planned for in the Transportation Policy Plan is a result of decades of planning and outreach by county partners and the Council. While light rail is not planned throughout the region, the system that is planned was developed by considering a number of factors that includes technical factors, stakeholder outreach, and funding considerations. No change recommended.</p>	
	<p>Inadequate public transit planned to Scott County and southwest metro, consider improvements along Highway 169</p>	<p>The Transportation Policy Plan does include a potential transitway investment along Highway 169 in the Increased Revenue Scenario, which means the corridor has been studied but funding has not been identified for investment within current resources. The Council partnered with MnDOT and Scott County to fund the study of transit investment along the corridor and future investments in the corridor are being explored through Regional Solicitation applications or other means like Scott County local funding resources. In addition, there are a number of recent demonstration routes that have operated in the Highway 169 corridor connecting this part of the region both to the north and to the east, where many jobs and other transit connections can be made. The performance of these routes continued to be analyzed for insights on where resources are best allocated to serve the residents and destinations in Scott County. Additional resources for transit are likely needed to continue service to these areas, based on their initial performance. We will share this comment with local implementing partners along the corridor, particularly Minnesota Valley Transit Authority, SouthWest Transit, and Metro Transit. No change recommended.</p>	<p>216</p>
<p>Transit oriented development</p>	<p>Promote station area designs that prioritize mixed-use development as opposed to park and ride structures.</p>	<p>The Transportation Policy Plan acknowledges the need for both park and rides and transit-oriented design. Park-and-ride facilities are often viewed as an interim solution for a station area until a market for development occurs and can mature around a station. This relationship is documented in station-area planning conducted by cities in collaboration with the Council and other corridor planning agencies. Park-and-ride lot design is left to the discretion of the transit authority responsible for its construction, though when the Metropolitan Council partners in investing in park-and-ride construction, it</p>	<p>206</p>

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		<p>prioritizes projects that exhibit best practices in transit-oriented design. The Transportation Policy Plan also acknowledges that while opportunities still exist to expand park-and-ride capacity in certain locations, the system is not expected to expand as dramatically and quickly as past decades. No change recommended.</p>	
Transit safety	Concerns about increase in crime, harassment, and personal safety and security on transit	<p>Safety and security on the regional transit system is one of the goals of the Transportation Policy Plan. The Council is aware and regularly hears about issues from customers and bus drivers.. The Council is committed to improving the safety and security of the transit system for both customers and employees, as this is an essential aspect of the customer experience on transit. There are a few initiatives that are worth noting that are ongoing in this regard:</p> <ul style="list-style-type: none"> • The Council is conducting a comprehensive review of the Metro Transit Police Department’s policing policies, practices, and relationships. This review will require robust and authentic public engagement. The Council will rely on people across our region to ensure the review is informed, comprehensive, and substantive. The Council looks forward to hearing from community members, policymakers, and staff who regularly interact with and depend on transit police. TPP comments pertaining to transit policing will also be considered as part of the Metropolitan Council Police Review. Comments received on the Transportation Policy Plan will be shared with that process. • At the request of the Council, Governor Walz proposed legislation in the 2019 legislative session to provide the Council authority to create an administrative citation for fare evasion program. The Council is exploring alternatives to policing, such as administrative citations for fare evasion, which This would allow the transit system to have personnel who are not sworn police officers to non-police transit personnel inspect fares and provide a more prominent non-police presence on our system. The hope is that this flexibility would lead to an overall greater crime deterrent presence on the transit system. • In 2019 and 2020, Metro Transit authorized additional resources to provide for more police presence on the system. Metro Transit has created 	11, 27, 28

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		<p>a Transit Response Unit within the Metro Transit Police Department to strengthen efforts to address violations on transit.</p> <p>.• There are also recent and planned opportunities for improvement to the physical systems that help the Council deter crime on the transit system. One recent example is the upgrade of light rail vehicle cameras to allow police to view the cameras in real-time to identify crimes in progress and to respond as crime reports occur, as opposed to needing to bring the vehicle into the maintenance facility to download the footage. Safety and security will continue to be a focus for the Council moving forward, including safety related to the COVID-19 pandemic. As reviews and strategies come forward, there will be additional opportunities for public engagement on this topic in the future. Comment forwarded to Metropolitan Council Police Review Process. No change recommended.</p>	
Transit service schedules	Increase Northstar frequency for shift work	Comment to be forwarded to Metro Transit. The Transportation Policy Plan recognizes the importance of access to destinations (e.g. jobs) and transit is a key component of that goal. However, the Plan does not include detail on transit schedules and no expansion of Northstar service is currently anticipated in the Plan. No change recommended.	25
Transit station areas	Poorly designed, ill-kept, and poorly maintained LRT stations and bus stops.	<p>Ensuring a positive passenger experience on the regional transit system is one of the objectives of the Transportation Policy Plan. The Council recognizes that the conditions on our transit system must be clean, safe, and secure. There have been a number of recent initiatives, including increasing staff time dedicated to cleaning light rail trains when they are in service and increasing the number of public facilities workers to address maintenance and sanitation at transit stops and stations. As one step to help address issues of using trains as a place to sleep, the Metro Transit Police Department created the Homeless Action Team (HAT) in 2018. HAT works to connect people with services and housing. Police officers and Met Council's HRA staff work together to identify and refer people who use the transit system as a substitute for appropriate housing. Since September 2018, 105 people have been placed in permanent housing.</p> <p>Additionally, the Metropolitan Council is conducting a comprehensive review of the Metro Transit Police Department's policing policies, practices, and relationships. This review will require robust and authentic public engagement. The Council will rely on people across our region to ensure</p>	21

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		the review is informed, comprehensive, and substantive. The Council looks forward to hearing from community members, policymakers, and staff who regularly interact with and depend on transit police. This comment will be shared with Metro Transit staff. TPP comments pertaining to transit policing will also be considered as part of the Metropolitan Council Police Review. No change recommended.	
Transit taxing authority	Give Metropolitan Council Transit taxing authority to raise revenue and not rely on the MN legislature.	Comment acknowledged. Changing the funding structure of the transit system would need to be accomplished through statute change by the Minnesota Legislature and signed by the Governor. Current law prohibits the Council from levying a property tax for transit operating purposes.	138
Transportation and greenhouse gases	Internal combustion engine vehicles have many advantages over electric vehicles and electric vehicles are just as bad for climate change	There are currently a number of use cases where a traditional internal combustion engine vehicle is best however there are a growing number and type of electric vehicles that can reduce fueling and maintenance cost for owners and reduce the climate and public health impacts of transportation. In the Twin Cities we have a greater share of renewable energy than many places and our utilities have plans to further improve this.	14
	Support for transit, biking and walking as alternatives to driving	Comment acknowledged. No change recommended.	23
Transportation in the NW metro	Co-location of bicycle lanes and concerns about road speeds	Agreed. Hennepin County's Bicycle Plan includes specific design guidelines for consideration of roadway vehicle speeds and other traffic-related factors as related to county facilities (see Appendix C, Bikeway Design Toolkit of the HCBP). A statement will be added on p. 7.26 of chapter 7 as follows: 'Prevailing vehicle speeds and volumes in adjacent traffic lanes are paramount safety-related considerations in the design and implementation of on-street bicycle facilities.'	9
Transportation investment	Invest in transit, minimize climate change impacts of vehicles and reduce airport noise.	Comment acknowledged. Major goals articulated within the Transportation Policy Plan are to provide affordable, multi-modal access to destinations throughout the region and to minimize the impacts of the transportation system on health and the environment, including both reducing climate change impacts and airport noise. In particular, the plan update calls for a major study to accelerate adoption of electric vehicles within the region in order to minimize climate impacts. The recommendations of this work will be included in future plan updates.	31

Topic	Comment summary	Response	Commenter(s)
	Use funding to help Ramsey County citizens.	Comment acknowledged. Many of the transportation investments included in the Transportation Policy Plan will provide improvements for the residents of Ramsey County.	24
Truck Corridor Study	Will the Regional Truck Data Collection Framework be used to update the previous Regional Truck Highway Corridors Study?	The primary purpose of the truck data collection framework will be to determine best practices in truck data collection methods and to provide a structure to collect, report, and monitor truck counts for regional and local planning purposes. Data collected through this framework may be used to inform future updates to regional truck corridors and potentially to establish new performance measures along these corridors.	215



390 Robert Street North
Saint Paul, MN 55101-1805

651.602.1000
TTY 651.291.0904
public.info@metc.state.mn.us
metro council.org

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