

2018 UPDATE TO THE 2040 TRANSPORTATION POLICY PLAN

*Public Comment Report
June 28 through August 13, 2018*



September 2018

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

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

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Comment Overview

This comment report summarizes comments received for the 2018 Update to the 2040 Transportation Policy Plan. The draft plan was released for the purposes of public comment on June 28, 2018 and comments were accepted through Aug. 13, 2018. 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, including advertising it and the public hearing through social media and other means. In addition, the Council used an interactive, online site to receive comments and foster conversation, as well as help better visualize the relationship between the policies in the plan and the related operations throughout the region. A public hearing was conducted on Aug. 1, 2018 at the Metropolitan Council's offices in downtown St. Paul. A list of people who testified is included in this report.

The following report includes a spreadsheet that summarizes the comments received, who made the comment, the staff response to the comment, and any text changes made to the Transportation Policy Plan.

About 150 commenters participated – both individuals and representatives of organizations, including local governments and non-profit organizations. Approximately 300 comments were received.

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

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 a resident 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.

Table of Commenters

ID	First Name	Last Name	Comment Type
	Roylene	(Online Commenter)	Online Site Comment
21	Elizabeth	A	Public Hearing
35	Anoka County Parks Department		Email
105	The Arc	Minnesota	Email
26	Abijah	Archer	Public Hearing
102	Wanda	Ballentine	Email
91	Paul	Barber	Email
135	Bonnie	Beckel	Email
143	Austin	Bell	Online Site Comment
44	Sam	Benson	Online Site Comment
93	R	Berg	Email
114	Amy	Blumenshine	Email
82	Larry	Bogolub	Email
83	Lauren	Boritzke	Email
101	Val	Bourassa	Email
56	Ann	Brady	Email
64	Craig	Brown	Email
123	Maria	Brown	Email
118	Joyce	Buck	Email
129	Frank	Bures	Email
128	Paul	Busch	Email
62	Cindy	Buschena	Email
51	Carver	County	Email
42	Guy	Chase	Online Site Comment
88	Michael	Chutich	Email
50	City of Minneapolis	Transportation & Public Works Committee	Email
119	Grace	Clark	Email
22	Jean	Comstock	Public Hearing
55	Angela	Conley	Email
1	Dakota	County	Letter
17	Chelsea	DeArmond	Online Site Comment Public Hearing
58	Blue	Delli quanti	Email
92	Paul	Densmore	Email
24	Jim	Doyle	Public Hearing
54	Alvin	Dungan	Email
81	Kathy	Dunn Dunn	Email
133	William 'Skip'	Dykoski	Email
9	Scott	Engel	

ID	First Name	Last Name	Comment Type
90	Nicole	Everling	Email
66	Debra	Evon	Email
107	Charles	Favorite	Email
78	K	Feilmeyer	Email
11	Amity	Foster	Public Hearing
94	Richard	Franco	Email
141	Tyler	Fricke	Email Online Site Comment
125	Annah	Gardner	Email
49	Alan Travis	Garza	Online Site Comment
53	Allen	Gibas	Email
108	Rowan	Glaser	Email
124	N	H	Email
120	Maureen	Hackett	Email
89	Neil	Hall	Email
99	Sue	Halligan	Email
106	Allan	Hancock	Email
117	William and Jean	Haslett	Email
98	Stuart	Henry	Email
144	Mathews	Hollinshead	Online Site Comment
122	Don	Hon	Email
76	Joshua	Houdek	Email
20	David	Howd	Public Hearing
138	Joan	Hughes	Email
12	Mark	Hughes	Public Hearing
14	Amelia	Hummel	Email Public Hearing
70	Greg	Hunter	Email
96	Ross	Hunter	Email
112	Terry	Irish	Email
4	Elizabeth	Jensen	Online Site Comment
74	Joel	Jensen	Email
136	Mary	Johannsen	Email
33	Donny	Jones	Public Hearing
5	Julie	Jones	Online Site Comment
10	Russell	Jones	Online Site Comment
39	Winston	Kaehler	Online Site Comment
18	Kari	Khalil	Public Hearing
25	Andrea	Kiepe	Public Hearing
72	Jedidiah	Krauss	Email
73	Jennifer	Krinke	Email
110	Lawrence	Landherr	Email

ID	First Name	Last Name	Comment Type
111	Peter	Langr	Email
95	Robert	Liebhart	Email
43	Linda	Littrell	Online Site Comment
65	Dave	Long	Email
86	Mary	Ludington	Email
87	Mary	Lutz	Email
60	Bree	M	Email
68	Eliza	Macy	Email
52	Alice	Madden	Email
32	Harry	Maddox	Public Hearing
34	Julia	Marley	Public Hearing
84	Leslie	Martin	Email
71	Harriet	McCleary	Email
79	Karl	Meller	Email
131	Laura	Millberg	Email
45	Emily	Moore	Online Site Comment
80	Kathryn	Mosher	Email
113	Kimberly	Mosley	Email
3	Kathleen	Murphy	Letter
38	Kathleen	Murphy	Public Hearing
85	Lydia	Murphy-Ralph	Email
134	Jeffrey	Nelson	Email
69	Emily	Newhall	Email
57	Barbara	Norblom	Email
30	Rich	Nymuen	Public Hearing
37	Bob	Olson	Public Hearing
67	Diana	Olson	Email
28	Ellen	Pajor	Public Hearing
31	Henry	Pan	Public Hearing
27	Andy	Pearson	Public Hearing
63	Constance	Pepin	Email
109	Rick	Person	Email
41	Benjamin	Picone	Online Site Comment
19	Christine	Popowski	Email Public Hearing
16	Matt	Privratsky	Public Hearing
77	Joyce	Prudden	Email
104	Ramsey County	Public Works	Email
121	Thue	Rasmussen	Email
126	Julia	Rice	Email
59	Bob	Robbins	Email
97	Stephanie	Robison	Email

ID	First Name	Last Name	Comment Type
127	Jean	Ross	Email
36	Nicky	Salica	Email
75	John	Sayer	Email
132	Gladys	Schmitz	Email
46	Tim	Schnell	Online Site Comment
13	Bobbie	Scott	Public Hearing
103	Will	Shapira	Email
29	Noa	Shavit-Lonstein	Public Hearing
61	Caroline	Sheffield	Email
8	Tate	Sheppard	
140	Megan	Sheriden	Email
115	Adaline	Shinkle	Email
2	Southwest Corridor	Transportation Coalition	Email
137	Southwest Transit	David Jacobson	Email
23	DeCourcy	Squire	Public Hearing
47	Bruce	Stenswick	Email
116	Denise	Thomas	Email
100	Theodore	Trevor	Email
7	SK	Viker	Online Site Comment
139	Nick	Vorpahl	Email
130	Vern	Voss	Email
142	Washington	County	Email
15	Ron	Williams	Email Public Hearing
48	Dennis		Online Site Comment
40	Papyrus		Online Site Comment

Commenter	Chapter	Comment Summary	Comment Response
1	General (overall plan comment)	Balance transit information with highway information.	The final version will include illustrations that highlight data for transit and roadways, as well as other modes.
144	General	Defining "maintenance" more broadly - include both highways and transit.	Highway maintenance which generally includes activities such as fixing potholes, snowplowing and mowing is considerably different from operations and maintenance of the transit system which generally refers to maintenance and upkeep of the vehicles and transit facilities that customers directly experience. Specific policies and activities related to maintenance of both systems are left to the system operators, i.e. MnDOT and the transit operators. The plan does include high level strategies regarding prioritizing preservation and maintenance of the systems. No change recommended.
5, 6, 7	General	Expected outcomes for the transit system: more modes; better connected to jobs, neighborhoods; better community involvement; healthier system with less crime; higher ridership.	Comment acknowledged. "Chapter 6, Transit Investment Direction and Plan," contains a section on the Bus and Support System Investment Plan, which details how investment decisions are made for the bus system. However, it also recognizes that very limited funds are available for expansion and modernization of the system. Without a change to the existing funding structure only limited improvements can be afforded. No change recommended.
144	General	Explain differences between mixed trips and multimodal trips.	"Multimodal" in the plan applies to travel using multiple modes, as well as to facilities that accommodate multiple modes.
1	General	Finance related information should be compared to trips in the system.	The finance information in the TPP accounts for all public revenues and spending in the metro area for transportation purposes. Privately borne transportation costs are not included. As noted on page 53, the accounting of public expenditures on transit and highways is different for particularly for operating purposes. For transit all of the revenues and expenditures are included while for highways many of the costs are private and not shown, including vehicle purchase and maintenance costs, fuel, insurance and the operator time/wages making the comparison of total costs per trip not an apple-to-apples comparison. In addition, the plan does not prioritize spending based on the number of trips taken by mode. There are other benefits that are also not accounted for in a per trip cost comparison such as environmental and air quality impacts, livability and land use impacts, and economic impacts.
2, 42	General	General appreciation for the plan.	Comment acknowledged.
1	General	Identify the number and percentage of total trips taken by mode.	The final version will include illustrations that highlight trip data for all transportation modes.
35	General	Include parks agencies in transportation planning.	Comment acknowledged. The Council processes include input from local partners at many levels - on a project basis, planning studies and through the regional Transportation Advisory Board and its Technical Advisory Committee. Parks agencies are represented within this process particularly through the bicycle and pedestrian planning processes which include a stakeholder working group with various park agencies and all counties represented.
104	General	Maps should be more dynamic (zoomable).	Comment acknowledged. The Council will consider including interactive mapping capability in future updates of the plan. Underlying GIS data will be published online along with the plan adoption.

Commenter	Chapter	Comment Summary	Comment Response
104	General	More information about emerging vehicle technologies.	Comment acknowledged. This is also an issue that will be further examined through studies in the Work Program, detailed in Chapter 14.
6, 9	General	Plan better for people with disabilities.	Comment acknowledged. The Council will continue to partner with the Transportation Accessibility Advisory Committee and better connect with the disability community to assure their voices are included in transportation planning processes.
37	General	Solar Power - proposal to give ownership of the panels to the Council.	The specific solar proposal referenced in the testimony did not provide enough information for our consultant to make a determination on whether or not the proposed financial concept was feasible and legal.
1	General	Support for regional transportation strategies.	Comment acknowledged.
1	General	The plan addresses a number of the issues raised.	Comment acknowledged.
142	General	The plan addresses all our concerns	Comment acknowledged.
50	General	TPP goals, objectives and strategies should include greater emphasis on mitigating or reducing transportation-related impacts on communities of color and low-income households.	The goal of having a transportation system that advances equity and contributes to livability was adopted into the current plan in 2015 after a robust process of incorporating a performance-based planning framework into the TPP, including goals, objectives, strategies and performance measures. The Healthy and Equitable Communities goal contains a number of objectives and strategies aimed at minimizing impacts and making transportation investments to improve outcomes for low-income households and communities of color. Work on future revisions of the plan can look for opportunities to further integrate mitigation of transportation-related impacts on communities of color and low-income households through other relevant strategies. No change recommended.
9	General	Transit is underfunded.	Comment acknowledged. The Council will continue advocating for a more sustainable approach to funding transit capital and operations.
1	General	We need more funds for roadway improvements; the plan should include more information about unfunded needs.	Comment acknowledged. The role of the plan is to identify how anticipated funding will be spent and identifying strategies to make the most of the funding available. The Current Revenue Scenario reflects the level of funding expected to be available under current laws and funding allocation policies and procedures. The Current Revenue Scenario does not meet all of the regional needs for the highway or transit systems. The Increased Revenue Scenario is meant to demonstrate a level of increased funding that might reasonably be achieved and how the revenues might be allocated and spent. However, even under the Increased Revenue Scenario all needs and desires for the transportation system will not be met. No change recommended.
50	Overview	Add content about how autonomous vehicles could impact car ownership and shared mobility.	Added the following bullet on page 25: • Autonomous vehicles could change typical car ownership models.
1	Overview	Change "The region is changing its focus..." to "Regional policy is changing its focus to..."	No change recommended.

Commenter	Chapter	Comment Summary	Comment Response
50	Overview	Change Objective D to include TNCs and low-powered vehicles	A paragraph elaborating on these aspects of the system will be added under Objective D, in "Chapter 2, Transportation Strategies," on page 2.27: <u>As emerging technologies continue to shape the future of transportation, regional transportation partners should explore how new technologies can be piloted, tested, evaluated, and possibly integrated into the transportation system. Shared mobility options like transportation network companies, bike share, and scooter share are recent examples of emerging transportation options that have changed the expectations of worldwide travelers. For the region to sustain a competitive economy, it must support new transportation options as they emerge throughout the world.</u>
50	Overview	Crashes - describe as severe rather than serious	The plan uses "serious" rather than "severe" to be consistent with the language used for the federally required safety performance measures and national standard definitions for traffic crashes. No change recommended.
104	Overview	Include greater discussion on alternatives to the gas tax given the expected declines in gas tax revenues.	Comment acknowledged. More specific information about expected declines in revenue sources is included in "Chapter 4, Transportation Finance." No change recommended.
50	Overview	Include I-35W project, from Highway 62 to I-94 on Figure 3.	Yes, this project is on the map. More detail on the projects on the map is in "Chapter 5, Highway Investment Direction and Plan."
50	Overview	Include new BRT lines in recent advancements in Overview.	Comment acknowledged. The section is intended to include general references to Arterial BRT. Specific lines are identified in "Chapter 6, Transit Investment Direction and Plan." No change recommended.
50	Overview	Minor text changes (such as a typo or minor word omission).	Edits incorporated.
50	Overview	On page 11 change or add text to clarify that the regional highway policy is to manage congestion not fix congestion.	Comment acknowledged. This section of the plan discusses the policy to manage the region's congestion. Additional detail exists in the Transportation Challenges and Opportunities section, as well as in "Chapter 5, Highway Investment Direction and Plan." No change recommended.
50	Overview	On page 33 add content about how the existing system will be changed and improved to accommodate advances in technology and shared mobility changes.	Comment acknowledged. This section includes a number of examples of innovation and technology on the highway and transit system. Additional detail about how the region can and will use innovations is listed in "Chapter 5, Highway Investment Direction and Plan." No change recommended.
50	Overview	On page 34 in discussing existing Towards Zero Deaths (TZD) efforts include the Minneapolis example.	Comment acknowledged. This section notes that local governments are also partners in the TZD program. No change recommended.
1	Overview	On page 53, how are local expenses defined and split?	This table is repeated in "Chapter 4, Transportation Finance." There is more detail about the information in the table in that chapter.
50	Overview	Question about statement related to trends indicating personal vehicle trips will continue to constitute the vast majority of trips.	Comment acknowledged. This statement is based on analysis of travel behavior data in recent years. No change recommended.
50	Overview	Separate bicycle and pedestrian infrastructure descriptions in Overview.	No change recommended.

Commenter	Chapter	Comment Summary	Comment Response
5, 7	Overview	The plan should better emphasize the need to connect transit to job locations.	Comment acknowledged. This is an issue that might be addressed through the Bus Service Allocation Study in the Work Program. To learn more about that study, visit Chapter 14.
50	Overview	There is content on page 10 of the Overview that seems car-centric. Consider editing this text to better discuss why alternatives to the car are important, i.e. livability, safety, equity and quality of life.	Comment acknowledged. This specific section summarizes key highway-related policies that are further detailed in "Chapter 5, Highway Investment Direction and Plan." Other aspects of the system are detailed in the subsequent pages. No change recommended.
50	Air Quality	Include hybrid vehicles and biking and walking in list of programs that have beneficial impact on carbon monoxide emissions and ambient concentrations.	Comment acknowledged. Recommended change - inclusion of the following bullet point as one of the programs that will have beneficial impacts on emissions: <u>The increased numbers of people walking and bicycling and the growing use of electric and hybrid vehicles.</u>
50	Appendices	Appendix J & K – Enhance analysis of airport impacts on livability, human health, and the natural environment. Develop metrics and include these metrics when reviewing airport long-range plans, capital improvement programs and when evaluating the capacity of the aviation system.	Appendix J states the thresholds and criteria for reviewing the Capital Improvement Program (CIP) as outlined in state law. There are certain thresholds/criteria for reviewing, and this Appendix J is going to be edited for clarity. Appendix K intends to tell the airport operator what needs to be in the plan. These are the elements that are expected to be in the plan. As new plans are developed, the Council will work on metrics and include in future plans (TPP). There are some metrics in the plan in "Chapter 13, Performance Measures."
50	Appendices	Appendix G - Consider equitable investment in transit service and amenities with a focus on improving areas of historic disinvestment or in Areas of Concentrated Poverty. Reflect investment priorities in Appendix G.	<p>The focus on investment in areas of historic disinvestment or concentrated areas of poverty is discussed in the investment factors for the Regional Service Improvement Plan and Transitway Investment. In other areas, such as facilities improvements, the considerations for these factors are done through transit providers. Metro Transit has recently invested a substantial amount in improved bus shelters through the Ladders of Opportunity grant and the focus of this investment was on areas of historic disinvestment. In addition, the Council regularly evaluates policies and investment priorities in transit in response to Title VI requirements under federal law.</p> <p>Appendix G will likely undergo a review prior to the next Transportation Policy Plan update, during which a more thorough review of the policies and strategies contained there can be revisited and revised.</p> <p>No change recommended.</p>

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137	Appendices	Appendix G: The Council should look to different mileage-based variables to measure productivity and cost-effectiveness.	The Council has agreed to work with all regional transit providers to review the performance measures in Appendix G prior to the next TPP Update. The Council is committed to transparency, fairness, and flexibility in how transit service is evaluated across the region. The Council supports exploring ways to ensure that transit service is equitable provided across the region, recognizing that the definition for equitably may not be viewed the same across the entire region. The Council looks forward to working with transit providers to discuss this important topic. This effort is also discussed in "Chapter 6, Transit Investment Direction and Plan." No change recommended.
50	Appendices	Description for Metropolitan Urban Service Area seems to suggest bicycle and pedestrian accommodations outside of activity centers should not be parallel to the arterial routes only crossing. Consider a potential reference to the Met Council bicycle map to eliminate confusion.	"On, along, or parallel to the minor arterial" covers all bases with respect to the provision of bicycle and pedestrian facilities relative to Minor Arterials. "On" or "along the minor arterial" includes the possibility of bicycle facilities at street level or above the curb, or traditional sidewalks. Also see closely related Strategy C-9 in "Chapter 2, Transportation Strategies," for more detail. This table refers to all minor arterials, not just those on the Regional Bicycle Transportation Network. No other changes recommended.
50	Appendices	E-12 - clarify which transportation control measures this refers to.	Text updated to clarify that the list applies to all transportation control measures.
50	Appendices	Several minor text changes (such as a typo or minor word omission). (C-2, E-9, E-10, E-11, E-15)	Edits incorporated.
50	Appendices	The TIP is missing a project - add bikeway project at 10th Ave. S.E. from University Avenue to 8th St. SE.	The TIP has been updated to reflect this. No other changes needed.
50	Appendices	Update Penn Ave. (C Line) arterial BRT long-term alignment in Appendix C.	Edit incorporated.
50	Aviation	Minor text changes (such as a typo or minor word omission).	Edit incorporated.
50	Aviation	Page 9.11 should discuss how noise from growth at MSP will be mitigated.	We acknowledge that the growth rate tables show that there will likely increase in flights by 2040. How flights will be handled will be addressed by the MSP Long-term Comprehensive Plan update, and funding for noise mitigation is still regulated by the Federal Aviation Administration. No change recommended.
50	Aviation	Page 9.9 seems to presume growth can be accommodated.	This section is based on the current Long Term Comprehensive Plans in the airport system. The factors that are referenced will be evaluated when plans are being updated and those considerations will be taken into account when an airport is looking at making capacity improvements. No change recommended.

Commenter	Chapter	Comment Summary	Comment Response
50	Bike/Ped	Address scooter sharing.	Scooter share is in the very early stages of becoming a viable urban mobility option. This emerging mobility technology will be monitored to determine what next steps may be needed if the early high adoption rates are sustained. Text added (p. 7.7): <u>"The Advent of Electric Scooters" In early 2018, the emerging technology of e-scooters debuted on Minneapolis and Saint Paul streets. Similar to a dockless bicycle sharing system, e-scooters are owned and managed by private vendors and activated with personal on-line accounts via smart phones. Scooter share is in the very early stages of what might become a viable urban mobility option, but at least one study noted a very high early adoption rate and the potential to attract a greater percentage of women (who are nearly matching the early adoption rates by men) compared to traditional, station-based bike sharing systems. In addition, there have been higher rates of acceptance among lower-income groups pointing to potential support in meeting the Healthy and Equitable Communities Goal. This emerging technology will be monitored to determine what next steps may be needed if the early high adoption rates are sustained.</u>
4, 40	Bike/Ped	Better bike lanes	Comment acknowledged. Specific bikeway improvements are planned and constructed by local agencies. Council staff will pass along comment to cities of Edina, St. Louis Park and Minneapolis. No changes recommended.
10	Bike/Ped	Bike lanes contributing to congestion	Comment acknowledged. Sometimes bicycle facilities are needed on some arterials when those routes may provide the only direct connections to destinations. In other cases, parallel side streets may be preferred for adding facilities such as bike lanes. Specific bicycle facility improvements are planned and constructed by local agencies. No changes recommended.
35	Bike/Ped	Consider all regional trails as part of the Regional Bicycle Transportation Network.	Comment acknowledged. The Regional Bicycle System Study (2014) used the regional trails network as a base input to develop the RBTN; through a comprehensive regional analysis, the study determined which regional trails or trail segments would best accommodate the region's daily bicycle trips. The RBTN is a prioritized network which, by definition, must be a subset of the overall regional and local trails and on-street bikeways. As a result of the study and subsequent adjustments made in coordination with local agencies, the RBTN includes more than half of the region's existing and planned regional trails. No change recommended.
50	Bike/Ped	Minor text changes (such as a typo or minor word omission).	Edits incorporated.
41	Bike/Ped	More bike lanes	Comment acknowledged. No changes recommended.
9	Bike/Ped	Pedestrian crossings	The need for more frequent and safer crossings of regional barriers like freeways and major highways is noted. The region recently completed a Regional Bicycle Barrier Study to address this. Walking is recognized in this plan as a fundamental mode of transportation. The region continues to make great progress in providing accessible and safe facilities. Large improvements such as those involving bridges are often timed to coincide with preservation activities to most efficiently achieve the multiple goals of our transportation system. No change recommended.
18	Bike/Ped	Pedestrian Rights	The plan includes a strategy (B4) under the Safety and Security goal to support educational programs to increase awareness of shared responsibility and safe behavior, including those for drivers to be aware of pedestrians and their responsibilities under state laws. No changes recommended.

Commenter	Chapter	Comment Summary	Comment Response
1	Bike/Ped	RBTN should include regional trails developed recently.	Comment acknowledged. The Regional Bicycle System Study (2014) used the regional trails network as a base input to develop the RBTN; through a comprehensive regional analysis, the study determined which regional trails or trail segments would best accommodate the region's daily bicycle trips. The RBTN is a prioritized network which, by definition, must be a subset of the overall regional and local trails and on-street bikeways. As a result of the study and subsequent adjustments made in coordination with local agencies, the RBTN includes approximately xx% of the region's existing or planned regional trails. No changes.
35	Bike/Ped	Reduce barriers and fill gaps	Projects that remove existing gaps or reduce/remove physical barriers for biking and walking are emphasized in the Regional Solicitation criteria used by the Transportation Advisory Board for awarding federal transportation funds. Additional considerations based on the Regional Bicycle Barriers Study may be incorporated in future Regional Solicitation criteria. No changes recommended.
50	Bike/Ped	Suggest more consistency between local plans and the Regional Bicycle Transportation Network. Need a clear process for amendments or interim changes.	The methodology for selecting RBTN corridors and alignments was established in the Regional Bicycle System Study completed in 2014. Additional work to define RBTN corridor spacing guidelines is included in "Chapter 14, Work Program." In order to achieve more consistency between local bicycle plans and the RBTN and allow for structured updates, new text and a Work Program item were added as follows: Added to sentence before Description of Corridors and Alignments on p. 7.13: <u>In response to agency comments that a more structured process was needed for considering revisions or additions to the RBTN between TPP updates, an item was added to the Work Program in Chapter 14 to implement this task.</u> Added new bullet in Chapter 14 (p. 14.7) under RBTN Refinement & Concept Progression: <u>Develop a more structured process for local agencies and Met Council to update RBTN alignments or corridors at interim points between TPP updates and during the TPP update process.</u>
13	Bike/Ped	Support for plan including guidance for bikeable/walkable communities	Comment acknowledged. No changes recommended.
143	Bike/Ped	Support for trails, bikeways and protected bike lanes	Comment acknowledged. No changes recommended.
23	Bike/Ped	Walkable development	Comment acknowledged. No changes recommended.
50	Congestion Management Process	Clarify that language regarding signal timing is aspirational as compared to present real-world conditions.	This chapter is focused on potential future enhancements that could assist the region in the congestion management process. Recommended change: insert clarifying language on page 12.9 to ensure it's clear that we are not yet at this point as a region, though it is something we could aspire to in the future.
50	Congestion Management Process	Clarify that congestion is different throughout the region and metro area jurisdictions differ in their approach to and priority for mitigating congestion.	Comment acknowledged. The chapter included within the plan is intended to be a very broad overview of the congestion management process and serve as a preview to the upcoming Congestion Management Process (CMP) Plan. The issue of context and how it differs throughout the region will be addressed and discussed in the CMP Plan. No change recommended.
50	Congestion Management Process	Clarify that new MnPASS lanes will not be from expansion.	Comment acknowledged. This is a discussion that is addressed in "Chapter 5, Highway Investment Direction and Plan."

Commenter	Chapter	Comment Summary	Comment Response
50	Congestion Management Process	Context should be considered as part of Regional Solicitation project selection.	This paragraph clearly notes that the integration of CMP activities into project selection will be developed as part of the CMP Plan. This will be addressed in the CMP Plan. No change is recommended.
144	Congestion Management Process	Focus efforts to address bottlenecks affecting bus transit.	This will be addressed in the CMP Plan. No change is recommended.
50	Congestion Management Process	Note regional context for each Congestion Management Process (CMP) strategies.	The CMP Plan will include context-specific strategies. No change to the current chapter is recommended.
50	Congestion Management Process	Note that action steps are dependent on the regional context.	This CMP Plan (in development - a separate project) will include context-specific action steps. No change to the current CMP chapter is recommended.
50	Congestion Management Process	Provide a table or map of the Principal Arterial Intersection Conversion Study intersections.	These intersections are identified in "Chapter 5, Highway Investment Direction and Plan." Recommended change: A description and reference to those maps will be inserted into the CMP chapter.
50	Equity/EJ	Clarification on Figure 10.3.	The Regional Bicycle Transportation Network (RBTN) alignments and corridor centerlines shown in Fig. 10.3 include both existing and planned bikeways. More information on the RBTN is available in "Chapter 7, Bicycle and Pedestrian Investment Direction." The level of data currently available do not consistently distinguish among the potential bicycle facility types (i.e., separated or not separated) throughout the region.
50	Equity/EJ	Clarify data discrepancy on Table 10-2.	To be consistent with analysis done in MnDOT's 20-Year Minnesota State Highway Investment Plan, the analysis in Table 10-2 was done using American Community Survey data at the block group level for 2012-2016. The analysis done in the maps in Figures 10-1 through 10-5 was done using data at the Census tract level to be consistent with how the Areas of Concentrated Poverty are identified. In the draft, the tract level analysis had been previously done with 2011-2015 ACS data, so the analysis and maps were updated to ensure all data is consistently using the most current 5-year 2012-2016 data set. Due to the differences in Census geography used, there is a slight difference (0.2%) in the poverty percentages between the block group and tract level analyses in the 2012-2016 data.
50	Equity/EJ	Clarify data in table on p. 10.10	Comment acknowledged. No change recommended.
50	Equity/EJ	Clarify goal of the analysis.	Change recommended on page 10.10 at the end of the first paragraph: Strike "Employment can be used to represent access to a wide variety of other opportunities, and future analyses may calculate access to those opportunities explicitly." (Community amenities were included in this accessibility analysis.) Add: <u>To quantify benefits of the plan's highway and transit investments, an accessibility analysis was done using the regional model for employment and other community amenities.</u>
50	Equity/EJ	Clarify meaning of data challenges on p. 10.10.	The model used has not yet been able to address accessibility of low-income households. Work continues to incorporate this into the model for future use. No change recommended.
50	Equity/EJ	Clarify population data used on p. 10.10.	Because the model used has not yet been able to address low-income households, only people of color are included in this analysis. The current text includes a note that low-income households will be included in future analyses. No change recommended.

Commenter	Chapter	Comment Summary	Comment Response
50	Equity/EJ	Clarify population data used on Table 10-2.	This table uses data at the block group level from the 5-year American Community Survey for 2012-2016. The data source is noted below the table.
50	Equity/EJ	Clarify population data used.	The poverty data from the American Community Survey is based on people in poverty, not households. The map legends will be corrected for the Areas of Concentrated Poverty section from "Households in Poverty" to "People in Poverty."
50	Equity/EJ	Emphasize biking, walking, and transit as options and note the costs and barriers to owning personal vehicles.	The strategies referenced in this section emphasize the importance of bicycling, walking, and transit as transportation options. Change recommended to add the following: " <u>Since low-income residents are less likely to own or have reliable access to automobiles (according to 2008-12 American Community Survey data) and the expense of owning a personal vehicle can create a higher cost burden, expansion of travel options, such as walking, transit and bicycling, that provide access...</u> "
50	Equity/EJ	Feedback on maps - Figure 10.1, 10.4, 10.5.	Edits were made to the map to address this comment.
50	Equity/EJ	Minor text changes (such as a typo or minor word omission). Pages 10.3,	Edit incorporated.
50	Equity/EJ	Why was accessibility not analyzed for biking and walking?	The accessibility analysis was done for the specific investment scenarios included in the plan. Because the plan does not include specific investment scenarios for bicycle or pedestrian facilities, this analysis was not done for these modes. No change recommended.
1, 104	Finance	Clarify the spending of local transportation revenues. Specifically, that this spending does not occur on the regional highway system and is not available for the regional transportation system.	Under federal law, the revenues and expenditures within the Transportation Policy Plan must include all revenues and spending on transportation systems within the metropolitan area - whether a regional or local system. This includes the regional highway and transit systems and also all spending on the local transportation systems. The plan includes three categories of revenues and spending as described in the draft plan on page 4.3. The State Highways category includes the revenues and spending by MnDOT on the state highway system within the metro area, the Transit category includes all revenues and spending for the regional transit systems (Council run systems and the Suburban Transit Provider systems), and the Local Transportation category includes all revenues and spending by local governments for transportation purposes within the metro area (approximately 190 local governments). The vast majority of this spending occurs on the county and city local roadway systems. This includes revenues and spending for minor arterials, collector and local roads. In addition, it includes local government spending on pedestrian and bicycle systems, which primarily occurs in conjunction with spending on local roadways. As described on page 4.11 and 4.18 the local transportation spending was calculated using three-year averages (2014-2016) from local transportation spending data reported by each local government to the state auditor. The figures are broad averages meant to provide a general range and context of the level and source of local transportation revenues and spending. No change recommended.

Commenter	Chapter	Comment Summary	Comment Response
1	Finance	Clarify whether anticipated operating revenues will be sufficient to support the level of transit investment in the Current Revenue and Increased Revenue scenarios particularly for non-transitway transit service expansion.	The Current Revenue Scenario represents the fiscally constrained scenario and is meant to show the investments that can reasonably be afforded and that can be expected to occur under current revenue streams and existing laws and policies. As described on pages 4.7-4.10 current operating revenue projections for the non-transitway system assume that motor vehicle sales tax (MVST) revenues will grow at 3.4% annually, fares will increase to maintain a farebox recovery ratio of approximately 23% region-wide and that state assistance will continue to be provided to meet the remaining funding demand of the existing transit system. The operating expenses are expected to grow at a rate of 3.15% annually. Under these assumptions, the existing transit system can be maintained however, no revenue is available to expand and grow the existing non-transitway system. No change recommended.
	Finance	Concern about how inflation impacts overall transit system costs.	Comment acknowledged. The Current Revenue Scenario makes assumptions regarding the growth in both revenues and expenditures. To the degree that these assumptions do not hold true, the region will be unable to maintain its existing transit services. In addition, as the plan acknowledges, the Current Revenue Scenario does not provide for expansion of the existing bus system.
1	Finance	Does the plan assume all county sales tax revenues are being spent on transit projects?	The county transportation sales tax is described in two locations within the plan. Pages 4.10-4.11 describe the county sales tax revenues that have been pledged by the counties for transitway purposes. Specifically, page 4.11 states "Hennepin and Ramsey counties have indicated all their sales tax revenues will be used for transitway capital and operating purposes. Anoka, Dakota and Washington will use their sales tax revenues for transportation purposes that include transit and other modes." In addition, the Local Transportation Revenues section also describes the tax implemented by all seven counties and includes the statement "These local sales tax revenues will provide significant funding for the local roadway, transitway, and if the counties so choose, MnDOT's state highway system, and bicycle and pedestrian projects." No change recommended.
	Finance	Funding levels in the Current Revenue scenario for highway mobility projects are inadequate. We support the plan for pointing out that the level of forecasted congestion is unacceptable and will negatively affect the region.	Comment acknowledged. The Current Revenue Scenario is meant to show what revenues are likely to be available under current revenue streams. It is the fiscally constrained scenario and represents the investments that can be expected and planned to occur. Under this scenario investments in regional highway mobility are very limited and after 2026 fall to only about \$20 million annually. The Increased Revenue scenario is meant to show a level of spending that could or should occur if a greater level of revenues were available.
1	Finance	Note that not all of the local wheelage and motor vehicle lease taxes are being spent on the regional system.	The wheelage tax and motor vehicle lease tax revenues are allocated to the metro counties by MnDOT's Office of State Aid. The eligible uses of these funds on the local system are overseen by this office. No change recommended.
1	Finance	The description from the current plan of federal highway funds for the Regional Solicitation is missing from the 2018 version.	The description of the federal highway funds for the Regional Solicitation has been expanded within the 2018 plan and is located on page 4.13-4.14. This section is after the Local Transportation Revenues section since the majority of the solicitation funds are awarded to local projects. However, a reference to the solicitation and this section is also mentioned under the Transit Revenues section on page 4.9 as a significant portion of the solicitation funds are also allocated to transit and Travel Demand Management (TDM) purposes. No change recommended.

Commenter	Chapter	Comment Summary	Comment Response
2	Finance	We need and are advocating for increased funding for roadway improvements	Comment acknowledged. The plan recognizes in a number of locations that the Current Revenue scenario will not allow for expansion of the regional highway and transit systems. The Increased Revenue Scenario is meant to show needed investments that could occur if additional revenues were available.
50	Finance	Within the Local Transportation Revenues section recognize the Minneapolis value capture district revenues for the proposed Nicollet Central streetcar project.	The Minneapolis revenue collected from the value capture district are generally included in Local Transportation Revenues but are not specifically referenced. Change recommended to recognize special taxing districts page 4.12 as follows: "Most local transportation revenue is provided through local property taxes, local assessments and fees <u>or other special taxing districts established for transportation purposes.</u> "
14	Freight	"Recommend further attention and commitment by Met Council to concerns about Rail Safety: accident risks along rail routes"	The transport of hazardous cargoes is regulated by the Federal Railroad Administration which maintains a National Rail Safety Action Plan to assess, plan, and mitigate potential risks from derailments, cargo spills and related incident management risks. The plan provides for the application of new technologies and appropriate train routing decision processes that maximize rail safety. No change recommended.
14	Freight	"Recommend further attention and commitment by Met Council to concerns about Rail Safety: needed improvements to legal and regulatory system"	The Metropolitan Council has no jurisdiction to mandate any of the recommended changes to established state or federal laws relating to agencies that regulate freight transportation operations. No change recommended.
14	Freight	"Recommend further attention and commitment by Met Council to concerns about Rail Safety: needed regulatory mandates for high-hazard freight transport"	The Metropolitan Council has no jurisdiction to mandate any of the recommended changes to established state or federal laws relating to public agencies that regulate freight transportation operations. No change recommended.
14	Freight	"Recommend further attention and commitment by Met Council to concerns about Rail Safety: ways to improve emergency preparedness"	Emergency preparedness plans in Minnesota are managed by the State Department of Public Safety, Homeland Security and Emergency Management Division. This agency develops and manages the Minnesota Emergency Operations Plan which provides for a coordinated state response to a major disaster or emergency which would include any event of a freight railroad hazardous spill. The agency coordinates directly with local transportation operators and law enforcement agencies in the development and execution of all local emergency-related plans and ensures that all related federal standards and regulations are met. The Metropolitan Council has no direct authority to oversee or influence the develop or execution of these plans. No change recommended.

Commenter	Chapter	Comment Summary	Comment Response
14	Freight	"Recommend further attention by Met Council to concerns about Rail Safety: environmental health hazards and quality-of-life Issues along rail routes"	The environmental health hazards cited here are regulated through the federal National Environmental Policy Act (NEPA) and Minnesota Environmental Policy Act and by the federal and state agencies authorized by these and subsequent state/federal laws (i.e., Environmental Protection Agency and Minnesota Pollution Control Agency). The Metropolitan Council has no authority to monitor, report or regulate these impacts. Also of note, in many cases in the metro region, especially in suburban or rural communities, the railroad lines preceded the development of residential communities and commercial centers. It is debatable whether poverty near rail routes is a direct result of decreased property values; nonetheless, the Council has no authority or mechanism at its disposal to direct or influence rail operations. Local impacts to traffic/emergency response are a factor in transportation agencies' planning and development of roadway improvement projects such as grade separations (bridges or underpasses) at highway/railroad crossings. No change recommended.
50	Freight	Consider adding language on e-commerce and technologies associated with consumer deliveries (i.e., urban logistics).	Supportive comment acknowledged. Recommend adding new section on 'E-Commerce and Urban Freight Logistics' as follows: p. 8.8, " <u>E-commerce, or the option of making consumer purchases through the Internet, has been available since the mid-1990s, but has increased in recent years in overall volume and number of individuals participating. The global e-commerce market is projected to grow as much as 20% per year through 2025. This ongoing trend is affecting the efficiency of freight movements in urban areas due to the public's high and continually growing demand for overnight or expedited home deliveries that minimize opportunities to receive, consolidate, and distribute parcels in fully-loaded trucks and delivery vehicles. This has often times resulted in increased traffic congestion in densely developed areas, and safety issues to other users like pedestrians and bicyclists, due to reduced sight lines for operators of large trucks navigating on streets designed for smaller vehicles. However, despite these impacts, the private market has begun to adapt with some innovative developments, including:</u> <ul style="list-style-type: none"> • <u>Corporations purchasing fleets of small courier vans to provide "last mile" parcel deliveries from regional warehouses.</u> • <u>Shipping to lockbox locations or parcel acceptance centers at neutral retail sites designated for customer pick-ups.</u> • <u>Utilizing other transportation modes to deliver parcels locally, such as personal automobiles, cargo bicycles, and parcel porters. Local governments can also adopt various operations, logistics, or technology strategies to improve urban freight mobility and reduce impacts to residents and businesses. These can include curbside management policies to designate and enforce freight loading zones, institutional policies such as encouraging or requiring deliveries during off-peak hours, newer applications of intelligent transportation systems, and policies to encourage or incentivize the use of green technologies. More detailed information is available in the "Primer for Improved Urban Freight Mobility and Delivery Operations, Logistics, and Technology Strategies," USDOT, Federal Highway Administration, 2018."</u>
50	Freight	Presumption that pipelines are safe and efficient not consistent with other mode descriptions.	Comment noted. The intent is to convey the relative safety of pipelines in transporting fuel and other products in comparison to surface transportation modes that require multiple carriers, coordination for intermodal transfers, and physical, on-the-ground conflict points. Added "relatively" in second bullet on p. 8.2

Commenter	Chapter	Comment Summary	Comment Response
50	Freight	Presumption that pipelines are safe.	Same response as for comment above. Recommended changes: p. 8.6, delete "safely" from first sentence under "Pipelines," and add new text as follows: "Although not absent of some risks, pipelines are a relatively safe mode of transport as they are not as exposed to the risks inherent in other surface modes with respect to intermodal transfers of flammable or toxic substances and the potential for on-the-ground, physical conflicts."
14, 39	Freight	Recommend further attention by Met Council to concerns about rail safety.	Comment acknowledged. Responses to specific concerns listed in this report.
50	Freight	Suggestion to move Fig. 8-4, "Metro rail bottlenecks," to existing conditions section; consider adding corresponding table.	Comment acknowledged. Moved figure 8-4 and descriptive text to Railroads section under Existing Metro Freight System and added list of bottleneck locations shown in figure 8-4 (p. 8.5).
39	Freight	The fact that the freight rail system has changed over time not fully recognized; Met Council should assume more responsibility for public safety relating to railroads.	Comments acknowledged. The TPP Freight chapter mentions how rail traffic has increased and will continue to grow in the future, and specifically describes the recent surge in rail operations due to the oil industry boom in North Dakota and the impacts and raised concerns that have resulted. The Metropolitan Council has no jurisdiction or authority to regulate how and where freight railroads operate, maintain or expand their rail systems. In an effort to clarify about how railroads developed and expanded, added text under Railroads beginning on p. 8.4: <u>Early in the 20th century, rail system tracks were constructed to connect between a few large cities and mostly located outside of urban areas. With steady overall population and employment growth through the first half of the 20th century and then escalating in the 1960s and 70s, came the development and growth of suburban and rural communities along the rail corridors. Railroads then grew their systems to serve the growing communities along their lines.</u>
2	Highways	Include projects: US Highway 212 Carver County Road 44 freeway ramps to/from north US Highway 212 Carver County Road 11 to County Road 36 two to four lanes Carver County Road 10 Clover Ridge Drive to County Road 11 two to four lanes Carver County Road 10 Minnesota Highway 41 to US Highway 212 two to four lanes Carver County Road 10 Carver County Road 11 to County Road 43 two to four lanes Carver County Road 11 US Highway 212 to 6th Street two to four lanes Carver County Road 18 Minnesota Highway 41 to Bavaria Road New 2-lane Arterial Waconia Bypass Minnesota Highway 5 to Carver County Road 10 New 2-lane Arterial Minnesota Highway 5 Minnesota Highway 284 to Main Street two to four lanes Minnesota Highway 101 Flying Cloud Drive to Pioneer Trail two to four lanes and realignment "	Projects are included generally per road authorities funding commitments and in the increased revenue scenario generally through regional prioritization studies. A number of these projects are already included in this Plan. No change recommended.

Commenter	Chapter	Comment Summary	Comment Response
141	Highways	Add a third lane to eastbound Minnesota Highway 62 from I-35W to Minnesota Highway 77	The congestion at this location has been documented in the Congestion Mitigation Safety Plan efforts led by MnDOT, but fiscal resources have not yet been prioritized for this improvement. No change recommended.
104	Highways	Add westbound Minnesota Highway 36 to MnPASS recommendations.	Eastbound Minnesota Highway 36 is described as an unfunded priority for MnPASS over westbound as it was in the 2040 TPP adopted in 2015. This may need to be revisited upon the completion of MnDOT's study of I-35W between Highway 36 and downtown Minneapolis. No change recommended.
50	Highways	Better recognize under I-35E pavement and MnPASS project description the transit advantages and reliable trip for those willing to pay that MnPASS provides	MnPASS has its own section in this chapter and this issue is more fully described there. No change recommended.
50	Highways	Clarify that MnPASS lanes can be conversion of existing lane in addition to additional lanes.	<u>Changes recommended as follows: page 5.34 MnPASS – If traffic management or spot mobility projects will not adequately solve the mobility problem, then the third priority of mobility investment is MnPASS lanes. These priced lanes manage demand to provide a congestion-free travel option during peak travel periods for transit riders, carpools and those willing to pay. MnPASS can improve highway efficiency and effectiveness by prioritizing person throughput over vehicle throughput and providing long-term travel time reliability that is not possible with general purpose lanes. Although MnPASS lanes are often implemented as additional lanes, conversion of a general purpose lane may be considered as an option in some corridors with a constrained right-of-way.</u>
143	Highways	Consider bicycle detours when facilities are closed by construction projects.	The region has a planned Regional Transportation Bicycle Network and local agencies have their respective local bikeway plans. MnDOT and local agencies look for opportunities to implement segments of these planned regional and local networks that often coincide with roadway construction projects. All modes of transportation, including bicycling, should require careful planning and provision of safe detour routes. Changes recommended as follows: page 2.31 "In addition, during construction and implementation of projects, transportation partners need to be aware of and plan for the access needs of the local businesses and residents, <u>including well-communicated and safe detour routes for all modes</u> " and page 2.32 added <u>Provide safe and reasonably direct detour routes for all public construction projects that impact any transportation system mode.</u>
50	Highways	Consider more access from minor arterials to various land uses to enhance access to destinations	Appendix D recognizes different types of A-minor arterials corresponding to different land use contexts and parts of the region. For example, federal funds cannot be used to expand A-minor connectors in the rural parts of the region. Individual road authorities should work within this plans framework to plan their local A-minor system through their comprehensive plan process. No change recommended.
50	Highways	Consider the multimodal nature of regional mobility investments in more urban environments	We agree that multimodal highway investments are needed, particularly in more urban environments. The vast majority of the highway projects selected for Regional Solicitation funding in the last two funding cycles include one or more multimodal elements. No change recommended.

Commenter	Chapter	Comment Summary	Comment Response
141	Highways	Convert intersection at US Highway 61 at Lower Afton Road to an interchange and make US Highway 61 a freeway. Connect Odgen Ave to Point Douglas Rd near US Highway 61.	The signalized intersection of US Highway 61 at Lower Afton Road was considered as part of the Principal Arterial Intersection Conversion Study and found to be a high priority for an interchange/grade separation. It currently has no funding. As such, the project is included in the Increased Revenue Scenario in this plan as a project that may be built if more funding is available to the region. Given the age of the region's infrastructure and its stage of development, this plan focuses on preserving the system we have and operating it as safely and efficiently as possible. Improvements are made but must be considered against other needs. Large scale improvements of an entire corridor are rare given current funding limitations. No change recommended. Ogden Avenue and Point Douglas Road are local streets and changes would need to be pursued by the city. No change recommended.
50	Highways	Do not assume that expansion of principal and A-minor arterials inherently supports "Access to Destinations" and "Transportation and Land Use."	Principal arterials are designed for long distance travel. Appendix D recognizes different types of A-minor arterials in different contexts. A-minors in different local contexts and different parts of the region may call for different strategies. Individual road authorities should work within this plans framework to plan their local A-minor system through their comprehensive plan process. Access management should support local planning and zoning consistent with the adopted comprehensive plan. No changes recommended.
50	Highways	Expand potential highway safety toolkit beyond traditional highway engineering methods.	Vehicle-on-vehicle crashes are the predominate crash type and the majority of severe crashes on highways. The examples listed are important in reducing these crashes. Safety is addressed in other chapters with more emphasis on other modes and other solutions. It is also appropriate that different contexts provide opportunities for different solutions and this is recognized in this plan. No change recommended.
1	Highways	Explain daily vehicle trips and miles traveled change between 2015 plan and 2018 update	<u>Reported 2010 daily vehicle trips has not changed since 2014 plan. Changes recommended as follows: page 5.10 While the region must continue to operate, maintain, and rebuild the existing system – giving priority to the National Highway System – these investments alone will not accommodate the demands of a growing region. Anticipated population and job growth is forecast to push highway traffic to even higher levels. Table 5-4 shows that daily vehicle trips and miles traveled are both forecast to increase by 17% by 2040 while daily vehicle trips per resident and daily vehicle miles traveled per resident will decrease by 8% and 9% respectively. The difference between population growth (28%) and travel growth (17%) is largely the result of an aging population taking fewer trips per person, people choosing to live in denser parts of our region where they drive less, and the usage of newer tools that affect travel (i.e. telecommuting, online shopping, etc.). Since the 2015 plan the numbers reported here reflect a different anticipated outcome in 2040. Population forecasts for 2040 are similar however daily vehicle trips were anticipated to increase by 2.1 million and are now forecast to grow by only 1.1 million over the same time horizon. Daily vehicle miles traveled were anticipated to increase by 16.5 million, but updated work estimates this increase at only 12.2 million. These changes in expectations for 2040 result from a number of factors. The region's new activity-based model better reflects the aging population and the fewer trips and miles that older people travel. More recent data shows that younger people are often choosing to live in denser parts of the region where they travel by car less often and we are all using new tools more often that affect travel.</u>

Commenter	Chapter	Comment Summary	Comment Response
50	Highways	Highway expansion alone is not a viable solution for addressing increased projected trips	We agree that highway expansion alone is not the only solution for addressing increased projected trips on the system. This plan includes aggressive transit planning and a planned Regional Bicycle Transportation Network. Travel demand management is recognized as one of the first strategies to consider when mobility needs are identified. No change recommended.
50	Highways	How was it determined that "The highest priorities for the region are to operate, maintain, and preserve the existing Regional Highway System along with investing in safety improvements," as noted on page 5.16?	This has been the policy of the region for two decades and was based on engagement with policy makers and elected officials. This is consistent with the Minnesota Department of Transportation's State Highway Investment Plan and its relationship to the region's development framework is summarized in Table 5-5. No change recommended.
10	Highways	Improve and expand highway system	Maintaining and operating the highway system is the region's first priorities, but improvements are made as opportunities and funding presents itself. This plan anticipates improvements that can be made with the anticipated revenue through 2040 and identifies several improvements to the system to address congestion if additional funding is identified. No change recommended.
141	Highways	Improve US Highway 52 west to I-94 west and I-35E north.	MnDOT and the region are aware of this problem as it was highlighted in the Congestion Mitigation Safety Plan 4 study and is being considered in the current Rethinking I-94 study. Major asset preservation work is needed on this corridor and this may present an efficient opportunity to improve upon the problem noted. No change recommended.
51	Highways	Include additional Carver County future north-south principal arterial of County Highway 33 in "Additional Highway Needs beyond Increased Revenue Scenario" list	The Council looks forward to discussing the possibility of a future north-south principal arterial in Carver County and potentially updating the TPP in future with this information based on these discussions. No change recommended.
1	Highways	Include Congestion Management Safety Plan (CMSP) 3 locations in Figure 5-13.	Congestion Mitigation Safety Plan 3 work was revisited in the Congestion Mitigation Safety Plan 4. With this more current study and the additional information provided some of the Congestion Mitigation Safety Plan 3 locations were carried forward and others were not. This 2040 TPP Update is based on Congestion Mitigation Safety Plan 4. No change recommended.
1	Highways	Include Dakota County's network in maps of Arterial Traffic Management Systems and show corridors instead of center points of regional solicitation projects.	This is a helpful suggestion to add county's systems to our Arterial Traffic Management System maps however we do not have this data for other counties to be able to add this comprehensively at this time. Changes recommended to Figure 5-12 and 5-13 to show regional solicitation projects as segments instead of points.
51	Highways	Include MnPASS on US 212 within Carver County in the Increased Revenue Scenario	The MnPASS System Study 3 completed in December of 2017 is the basis of the planned MnPASS System shown in the TPP. The study considered US 212, but did not prioritize a MnPASS facility based on the factors analyzed, including congestion. However, MnPASS is just one of several mobility investment types that could be studied for the corridor. No change recommended.

Commenter	Chapter	Comment Summary	Comment Response
141	Highways	Make Minnesota Highway 36 a freeway though Stillwater, at Minnesota Highway 120 and at Hadley Ave. Add a third lane on Minnesota Highway 36 from I-35E to I-35W.	<p>MnDOT, in coordination with the local cities and the county, recently invested significant resources reconstructing Minnesota Highway 36 east of Stillwater Boulevard to improve safety and mobility. A freeway was not constructed based on input from local agencies. However, Washington County is leading a project to convert the intersection of Highway 36 at Hadley Avenue into an interchange. With regard to Highway 36 at Minnesota Highway 120, this intersection was identified as a high priority for an interchange in the Principal Arterial Intersection Conversion Study and will be constructed once funding is identified. No change recommended.</p> <p>A third lane in the form of MnPASS on eastbound Highway 36 from I-35W to I-35E is prioritized in this plan, but beyond the current fiscal constraints. This project is one of the highest priority MnPASS corridors once additional funding is identified. Similar improvements to westbound are a part of the second set of priorities in the Increased Revenue Scenario presented in this plan. No change recommended.</p>
51	Highways	Minor text changes (such as a typo or minor word omission). Pages 5.9, 5.46, and Figure 5-5, 5-6	Edit incorporated.
50	Highways	Mobility is described with a traditional level-of-service mindset and does not recognize quality of multimodal facilities, access to goods and services, land use, density, urban context, and opportunity for modal shift.	Mobility through a traditional level-of-service lens is appropriate for some places and not for others, and the text here is an accurate reflection of a part of this region's policy direction. The other factors noted are generally addressed in other chapters of this plan. No change recommended.
1	Highways	Page 5.7 - The US Highway 52/County Highway 86 interchange is indicated as a major mobility project. It was in fact a safety improvement project (as shown in Figure 5-11).	New interchanges provide both safety and mobility in different proportions. To group interchanges together they are shown here under the heading of mobility, but it is important to recognize the safety benefits of these projects. Change recommended as follows: <u>page 5.6 As shown in Figure 5-4 and described below, several major mobility and preservation projects have opened to traffic since the last plan was updated in January 2015. The consideration of safety improvements is inherent in all projects and projects types to varying degrees. Some of these projects rebuilt and otherwise improved an entire corridor (including interchange improvements), while others improved mobility at a single interchange and some generally only constructed long-term preservation improvements.</u>
9	Highways	Pedestrian network in Minneapolis is poor due to regional freeways and highways. When crossings exist, they are narrow and require crossing high traffic volumes at intersections	The need for more frequent and safer crossings of regional barriers like freeways and major highways is noted. The region recently completed a Regional Bicycle Barrier Study to address this. Walking is recognized in this plan as a fundamental mode of transportation. The region continues to make great progress in providing accessible and safe facilities. Large improvements such as those involving bridges are often timed to coincide with preservation activities to most efficiently achieve the multiple goals of our transportation system. No change recommended.

Commenter	Chapter	Comment Summary	Comment Response
1	Highways	Recognize shift in highways resources from the metro area to Greater Minnesota under Minnesota State Highway Investment Plan (MnSHIP) placing extra burden on local governments in the Twin Cities.	The state and region are aware of the burden that the lack of fiscal resources places on local partners. This plan describes this concerning shift of state resources away from the Twin Cities and recognizes increasing local investments on the state highways within our region. The next update of the Minnesota State Highway Investment Plan will be an important venue to consider priorities of the state. The state and the region continue to improve on the information available to best consider the limited transportation resources and to understand the costs of not increasing investment levels. No change recommended.
50	Highways	Recognize that mobility needs go beyond congestion and include other needs along and across the highway system.	Congestion is an important reflection of mobility needs on highways. Bike system gaps and barriers, transit needs, and many other needs are reflected throughout this plan. No change recommended.
51	Highways	Revise plan to incorporate planning and analysis for the full federal-aid highway system including urban and rural major collectors, urban minor collectors and minor arterials.	"Chapter 4, Transportation Finance" addresses all transportation revenue and spending as part of its analysis. However, the region has prioritized the Regional Highway System (the principal and A-minor arterials) to focus limited resources. Other functional classifications are more fully addressed in city and county comprehensive plans. This has been reinforced in regional policy by the Council and Transportation Advisory Board for 20 years. This plan continues this policy position. A change could be considered in the future. No change recommended.
1	Highways	Should US Highway 52/County Highway 42 be included in interchange list on page 5.9?	US Highway 52/County Highway 42 interchange reconstruction was an important project that was prioritized through receiving funding through the Regional Solicitation. The list of interchanges opened or reconfigured since 2015 includes new interchanges where none existed and those where access was changed. US Highway 52/County Highway 42 was a reconstructed interchange that had, and continues to provide, full access and so would not fit with this list of projects. No change recommended.
2	Highways	Support safety and pavement projects throughout US Highway 212 corridor.	Safety is an important consideration in this plan and US Highway 212 from Carver to Cologne is included in the Current Revenue Scenario of this plan. US Highway 212 from Benton Township to Norwood Young America will be considered in appropriate evaluations and prioritization efforts in the future and may be included in the region's plans in the future based on those efforts and fiscal constraints of the various transportation partners in our region. No change recommended.
50	Land Use	Community designation discussion on page 3.16 does not adequately describe the differences between urban center and suburban communities. The discussion of these community types should be separated.	The community designations do have varied challenges and approaches to developing and maintaining their transportation systems. This section is intended to highlight the broad theme that urban, urban center, and suburban community types are largely built out and adapting their system. Whereas, edge communities and rural communities have different challenges altogether of creating new neighborhoods and reacting to rural challenges. The text will remain in the same structure, but some additional context will be added. Change recommended: p. 3.16: <u>These community types may vary in how they approach transportation, depending on their community vision and needs. However, these community types are all focused on adapting the already built environment and not substantially creating new neighborhoods.</u>

Commenter	Chapter	Comment Summary	Comment Response
50	Land Use	Discussion missing about changing needs of freight relative to e-commerce and urban logistics.	Comment acknowledged. Added text as follows (p. 3.9): <u>E-commerce, or the option of making consumer purchases through the internet, is an established and growing trend that continues to impact local land use. It became a viable option soon after the Internet debuted in the mid-1990s but has increased in recent years in overall volume and number of individuals participating. The global e-commerce market is projected to grow as much as 20% per year through 2025. With the expansion in economic globalization, consumers now have the ability to order direct from retailers anywhere in the world, which has changed supply chain dynamics considerably. Manufacturers and corporate retailers are developing warehouse distribution centers in numerous metropolitan centers in an attempt to meet the public's high and continually growing demand for overnight or expedited home deliveries. These centers require large parcels of land with efficient connections to major freeways and regional highways which tend to be more available in suburban areas. On the downside of this growth in e-commerce is the significant drop in retail activity at traditional regional and sub-regional shopping centers; evidence of this is easily seen in the frequent closings of major mall anchor stores, especially in the printed media and retail music industries. Cities will need to be innovative and flexible in planning for adaptive re-use of major stores (like the conversion of the former Macy's site in Saint Paul to the Minnesota Wild's hockey training facility in St Paul) in downtown business districts and suburban shopping malls.</u>
50	Land Use	Minor text changes (such as a typo or minor word omission).	Edit incorporated.
50	Land Use	P. 3.9 – "Role of Transportation Technology in Land Use" intro paragraph needs to be clearer	Comment acknowledged. No change recommended.
50	Land Use	Provide a strengthened discussion about prioritizing and encouraging multimodal transportation and transit-oriented development, in relation to future opportunities for regional land development.	The plan has a general discussion about this topic in ""Chapter 3, Land Use and Local Planning"" under ""Future Opportunities for Transportation and Land Development."" This section purposefully is broad and encompasses the variety of land use opportunities that exist across different community types in the region. More specifics about opportunities by Thrive Community Designation are discussed starting on page 3.15 and the majority of Chapter 3 focuses on how local plans can support multimodal travel. No change recommended.
50	Land Use	Support for land use strategies in support of transit investments.	Supportive comment acknowledged. No change recommended.
50	Performance Outcomes	Clarify how the no-build scenario (referenced in chapter) will result in additional individuals living near high-frequency transit service.	https://metro council.org/Data-and-Maps/Data/CouncilResearchProducts/Council-Forecasts.aspx?source=child Council population forecasts project population growth near existing high-frequency transit service areas. The current and increased revenue scenarios show a greater overall population near high-frequency transit due to both population growth and the development of additional high-frequency transit facilities. Please see Table 13-5 for the existing, no-build, current revenue, and increased revenue scenario population projections.
50	Performance Outcomes	Minor text edit.	Edit incorporated.

Commenter	Chapter	Comment Summary	Comment Response
7, 144	Strategic Planning Vision	Include a specific objective for helping senior citizens afford mobility, especially transit and also recognize the specific transportation needs of senior citizens.	The current Access to Destinations goal calls for "A reliable, affordable and efficient multimodal transportation system." In addition, actions required to achieve the plan's goals and objectives are expanded upon in "Chapter 2, Transportation Strategies." A number of these strategies recognize the particular transportation needs of the senior citizens. In particular, under the Healthy and Equitable Communities goal strategy E3 calls for "regional transportation partners to plan and implement a transportation system that considers the needs of all potential users including children, senior citizens and persons with disabilities...." No change recommended.
50	Strategic Planning Vision	Recommend separating Safety and Security into two separate goals.	The goal of having a transportation system that is safe and secure for all users was adopted into the current plan in 2015 after a robust process of incorporating a performance-based planning framework into the TPP, including goals, objectives, strategies and performance measures. The Council formed both a technical and a policy committee to provide feedback on this work and the framework was brought before the Transportation Advisory Board and the Council for input. We agree that safety and security are distinct concepts. However, they also are similar enough that they can be categorized and discussed under a single heading. The plan's objectives and strategies under this goal deal with each concept separately. No change recommended.
50	Strategic Planning Vision	Several minor text changes (such as a typo or minor word omission). (pages 1.7,	Edit incorporated.
50	Strategic Planning Vision	The Access to Destinations goal should emphasize the quality of the multimodal travel options available including characteristics such as whether the travel option is reliable and predictable.	Comment acknowledged. Objective E under the Access to Destinations goal calls for "Improving the availability and quality of multimodal travel options..." In addition, the plan's goals and objectives are further described in "Chapter 2, Transportation Policy Plan Strategies." The strategies for the Access to Destinations goal seek to identify the characteristics beyond availability of a travel option that would make it an effective, efficient and desirable travel option. No change recommended.
50	Strategic Planning Vision	The land use objective related to preserving riverfront and rail accessible land to meet future freight demand should include the need to redevelop industrial areas to residential as freight movements change.	Local land use decisions on redevelopment are driven by changing land values and private sector needs and opportunities in the near term. Effective planning practice should also consider the region's longer term industrial development and freight transportation needs, especially when relating to the finite supply of riverfront and rail-accessible land and should also take into account potential gains in efficiency due to technology. Text was added in the "Chapter 3, Land Use and Local Planning" and "Chapter 8, Freight Investment Direction and Plan" to discuss the effects of e-commerce on land use and urban freight logistics, respectively. No change recommended for the Strategic Planning Vision chapter.
50	Strategic Planning Vision	The Leveraging Transportation Investment to Guide Land Use goal should encourage denser development to make the greatest use of the transportation network, including walking, biking and transit.	The plan contains an objective calling for "focusing growth in areas that support the full range of multimodal travel" which will result in more dense development that makes the most efficient use of the multimodal transportation system. No change recommended.
50	Strategic Planning Vision	The objectives in Table 1-1 should include measurable statements and timelines for achieving the outcomes.	As noted on page 1.3, performance measures and targets serve as the basis of measuring goals, objectives and strategies. Information on the plan's performance measures, organized by transportation goal, are found in "Chapter 13, Performance Outcomes." No change recommended.

Commenter	Chapter	Comment Summary	Comment Response
50	Strategic Planning Vision	Under the Competitive Economy goal note that the impacts of facilitating this goal need to be balanced with the other transportation goals.	In developing the regional transportation goals, objectives and strategies, regional policymakers did recognize that actions or strategies taken that focus on achieving one goal could potentially have negative or adverse effects on accomplishing another goal. In these instances, the goals must be balanced against one another to maximize benefits while minimizing and mitigating any adverse impacts. Change recommended as follows: Pages 1.3 and 2.1 add text under the description of Strategies <u>The strategies used to achieve the broad goals described in this plan may at times need to balance potential outcomes against one another to maximize benefits to the region while minimizing any negative impacts.</u>
13, 17, 28, 30, 34, 50, 57, 79, 96, 107, 109, 110, 112, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 138, 139, 140	Strategic Planning Vision	Under the Safety and Security goal acknowledge the risks associated with climate change.	Objective revised to include explicit mention of climate change. Text added to Overview, page 36: <u>The changing climate poses new threats to transportation infrastructure, particularly from warming winters, extreme rainfall, and heat waves. The Council has published a Climate Vulnerability Assessment to identify risks to infrastructure, including transportation infrastructure.</u>
50	Strategic Planning Vision	Under the text for the Healthy Communities goal note the disparate impact transportation projects have had on underrepresented communities and communities of color.	Change recommended to page 1.7 as follows: <u>The transportation system can be the catalyst for improving communities, but it can also contribute negatively to communities and historically, has had disparate negative impacts on communities of color and other underrepresented communities.</u>
50	Strategic Planning Vision	Use the term "management" rather than "operation."	The term management is generally used to refer to management of the highway system including ramp meters, changeable message signing, signal timing, and other tools used to make the highway system operate more efficiently. Operations often refers to transit operations or highway operations such as snow plowing and mowing but the two terms can be used interchangeably. No change recommended.
105	Strategies	In strategies C13 and C14 include more ridesharing options and consider subsidizing private ridesharing for persons with disabilities as an alternative to using Metro Mobility.	Strategies C13 and C14 are meant to address the Council's regional role in assuring that ADA and general public dial-a-ride services are available as transportation options within the region. The strategies are not meant to address the operational specific characteristics of how these transportation options are provided. The operational characteristics are the responsibility of the transit providers. In our region the Council does also serve as a transit provider and develops transit operating policies and procedures separately from the regional policy plan. No change recommended.

Commenter	Chapter	Comment Summary	Comment Response
1	Strategies	Strategy C8 calls for regional transportation partners to prioritize all regional highway capital investments based upon a project's contributions to achieving the outcomes and goals in Thrive MSP 2040 and the Transportation Policy Plan. While these are important factors, local entities need to consider additional factors to best serve the needs of the local community.	Comment acknowledged. The outcomes of Thrive MSP 2040 and the goals within the TPP are very broad and high level. Strategy C8 is specifically referring to prioritizing investments in the regional highway system, i.e. principal and minor arterials. The processes used by the Council and MnDOT in selecting highway investments are in large part based upon a project's ability to contribute to these outcomes and goals. At the local level these broad regional outcomes and goals should also be taken into consideration, but other factors specific to the local community will also come into consideration and help determine whether the project is prioritized at the local level.
1	Strategies	Strategy F1 states that local governments should plan for their projected growth and stage infrastructure development to accommodate the needs of that growth. This is inconsistent with the approach of state highway development within the TPP which does not accommodate the region's growth.	For state highway investment the TPP includes a fiscally constrained investment plan, called the Current Revenue Scenario, as required under federal law. The plan recognizes that the Current Revenue Scenario does not keep pace with the region's growth and needs. The Increased Revenue Scenario represents a level of additional investment that could occur if increased revenues were realized. We recognize that under both scenarios there are needs and desires that are not funded. No change recommended.
1	Strategies	Strategy F3 from the current 2015 plan which calls for the building of an adequate system of interconnected highway and local roads is completely missing from the 2018 update of the plan.	This strategy was removed from the plan as it is duplicative of Strategy C2 under the Access to Destinations goal. C2 states that "local units of government should provide a network of interconnected roadways, bicycle facilities and pedestrian facilities to meet local travel needs using Complete Streets principles." This change was discussed and recommended by the TAC Planning Committee which includes input from the counties and representative cities within the metro area. No change recommended.
104	Strategies	Support the general strategy of implementing MnPASS when capacity is being added to a highway corridor but there are particular locations where this strategy might not be the appropriate solution, specifically on I-694 between TH 61 and I-94 which may require a general-purpose lane addition.	MnPASS is not the solution for capacity addition in all instances. Each corridor must be analyzed individually, and the most appropriate solution identified. MnPASS should be included and analyzed as a potential corridor alternative in all corridor studies that consider freeway expansion. If it proves to be feasible and beneficial as a congestion free alternative that can be maintained into the future it should be selected as the best corridor solution. No change recommended.
50	Strategies	Under Strategy B1 the supportive local actions for the highway and transit systems seem high-level while the airport safety local action is very specific.	There are many local actions that need to take place to assure safety and security in planning and implementing the local transportation system. The first statement is very broad to reiterate that safety and security needs to be a high priority at the local level. Airport safety and security is the responsibility of the Federal Aviation Administration (FAA) and Metropolitan Airports Commission so there are very few local actions that need to be addressed. One specific action is to adopt local ordinances controlling tall structures. No change recommended.

Commenter	Chapter	Comment Summary	Comment Response
50	Strategies	Under Strategy B4 add a supportive local action stating that local governments adopt a Vision Zero policy.	The plan currently includes a supportive local action to "identify and implement local programs and strategies to support the state's vision of moving toward zero traffic fatalities and serious injuries." Adopting a Vision Zero policy at the local level would fit into this local action. Change recommended as follows: <u>Collaborative interdisciplinary efforts to eliminate traffic fatalities and serious injuries currently include the state's Toward Zero Deaths program, which also includes coalitions at the county level, and local Vision Zero programs at the city level.</u>
50	Strategies	Under strategy B4 there is a supportive local action which calls for eliminating racial inequities in traffic enforcement. Please elaborate on this point and include a strategy for automated traffic enforcement (which could help reduce racially biased traffic stops).	"Change recommended to Strategy B4 text to add the following paragraph: <u>It is important to note that not everyone has the same experience using the region's transportation system; analyses of enforcement data show that people of color experience disproportionate traffic stops or enforcement on transit. The 2003 Minnesota Statewide Racial Profiling Study, done by the University of Minnesota Law School at the request of the state legislature, found that "drivers of color are over-represented among those stopped; over-represented among those searched; and under-represented among those found to have contraband on their person or in their vehicle as a result of being searched." In 2015, Metro Transit analyzed its police incident data by race and found disparities in its treatment of people of color. Recent Metro Transit data indicates these disparities have been reduced after changes to training and procedures. Because Minnesota does not require local police departments to collect traffic stop data, there is currently no consistent database to use for routine analysis on potential racial disparities across jurisdictions, although individual cities may track their traffic stop data and include race.</u> With regards to the comment about automated enforcement, automated enforcement, such as speed cameras, is not currently used in Minnesota, and state legislation would be needed to proceed with its use. The Council will forward the comment to our partners in traffic safety and continue to monitor developments in this area. No change recommended for this part."
1	Strategies	Under Strategy C10, concern about the statement that at-grade intersections should be converted to interchanges in sequence along a corridor.	The strategies represent general best practices, but each individual circumstance must be analyzed individually to determine the best solution. Generally converting intersections in sequence is the best approach but there may be circumstances due to safety or other factors where this practice is not followed. No change recommended.
105	Strategies	Under Strategy C11 list ongoing accessibility efforts for individuals who rely on transit to access jobs.	The strategies within the policy plan are not meant to address specific operational characteristics of how transit options are provided within the region. The services and operational characteristics are the responsibility of the individual transit providers. In our region the Council does also serve as a transit provider and develops transit operating policies and procedures separately from the regional policy plan. No change recommended.
104	Strategies	Under Strategy C12 include more discussion on the use of emerging technologies as part of the transit solution.	Strategy C12 is focused on encouraging the development of transitways within the region using a variety of overall vehicle types/technologies (BRT, LRT, commuter rail). As additional vehicle types or technologies become available to be considered as a transitway corridor alternative, references will be updated within the TPP to recognize these new technologies. No change recommended.

Commenter	Chapter	Comment Summary	Comment Response
105	Strategies	Under Strategy C17 how are local agencies held accountable and how are their actions measured when evaluating performance in implementing ADA requirements? Within Strategy E3 provide better guidance to local agencies on implementing their ADA transition plans.	Due to different facility ownership, regional transportation partners are not always in the position to be the ones to provide transportation facilities or services directly, so they may be in the position to encourage rather than provide. The Council will continue to evaluate performance measures with an equity lens where possible to help determine how the region overall is making progress on transportation goals. "Must" is generally used in the strategies only in relation to the statutory authority of the Council in relation to reviewing the transportation elements of local comprehensive plans. ADA requirements are enforced at the federal level, and the Council has not been charged with an enforcement role for local agency obligations under Title II of the ADA. At the request of the Federal Highway Administration (FHWA), in the summer of 2018, the Council surveyed local agencies regarding the status of ADA transition plans. The survey found that the majority of cities and counties required to have transition plans either have plans in place or work is in progress to complete the plans. Applicants for federal transportation funds through the Regional Solicitation administered by the Council are currently required to have a completed or in progress ADA transition plan or self-evaluation (for local governments with fewer than 50 employees), but the Council does not maintain copies of these local plans. Training has been provided recently to local agencies on ADA transition plans and requirements by MnDOT, and the Council can look for additional opportunities to provide guidance and resources for local agencies in meeting their requirements under the ADA. No change to text recommended.
105	Strategies	Under Strategy E7 what does it mean to use appropriate data analysis? How is a public agency held accountable in demonstrating its outreach was effective in reaching people with disabilities?	The strategies in the TPP are meant to provide guidance to local agencies in the areas of public engagement and data analysis but are not meant to specify precisely how these actions occur. Each agency is responsible for adopting its own policies and procedures for public engagement and should implement best practices available. No change recommended.
105	Strategies	Under the Access to Opportunity goal include strategies for better community engagement, more surveys and more frequent forums to get direct feedback from the disability community to help determine the type of access and service improvements needed and priorities for destinations.	Strategies related to community engagement are generally located under the Healthy and Equitable Communities goal. This goal contains strategy E6 which states "Regional transportation partners will use a variety of communication methods and eliminate barriers to foster public engagement in transportation planning that will include special efforts to engage members of historically underrepresented communities, including communities of color, low-income communities, and those with disabilities to ensure that their concerns and issues are considered in regional and local transportation decision making." This strategy contains additional text to describe best practices in community engagement but does not seek to dictate how this engagement takes place at the local level. No change recommended.
50	Strategies	Various locations in Strategies replace "serious" with "severe."	The plan uses "serious" rather than "severe" to be consistent with the language used for the federally required safety performance measures and national standard definitions for traffic crashes. No change recommended.

Commenter	Chapter	Comment Summary	Comment Response
105	Strategies	Within Strategy E6 include language to ensure transportation providers use better engagement methods including sign language interpreters, focus groups and other methods to increase participation. Also consider a no-scent policy for public events for those with sensory sensitivities.	The strategies in the TPP are meant to provide guidance to local agencies in the areas of public engagement and data analysis but are not meant to specify precisely how these actions occur. Each agency is responsible for adopting its own policies and procedures for public engagement and should implement best practices available. No change recommended.
50	Strategies	Within the Strategies and throughout the document, list pedestrians first, followed by bicycle, transit and then other modes.	Comment acknowledged. The listing of the modes throughout the document is not meant to establish a priority order for the modes of transportation and should not be interpreted as such.
38	Transit	A strong transit system can lead to "transit-oriented development" and economic growth.	The Council agrees that the transit system can be leveraged to guide future land use. The Council's Transportation Policy Plan includes a goal on this very topic and an extensive discussion about transit-oriented development in its related strategies and in "Chapter 4, Land Use and Local Planning." In addition, the Council has a Transit Oriented Development department and grant programs to help further the regional concept of transit-oriented development. These efforts will support the planned expansion of the transit system outlined in Chapter 6: Transit Investment Direction and Plan. More robust transit-oriented development is part of the region's path forward toward providing options for where the region's residents can live and how they travel. No change recommended.
50	Transit	Adjust display of Nicollet Central streetcar	Change recommended. The map inset on figure 6-9 will be edited to better show Nicollet-Central Modern Streetcar.
1	Transit	Better define feasibility study, Alternative Analysis, and pre-project development.	In many ways, the differences in these terms in a matter of semantics by the lead agency for each project. There are many overlapping roles for feasibility study, alternatives analysis, and pre-project development. The Transportation Policy Plan lays out a typical process for corridor development as an example without prescribing specific terms or stages. Given that many agencies choose to use their own terminology, it wouldn't be appropriate to include specific terminology and definitions in the plan. No change recommended.
38	Transit	Bus/train garage will need to expand and improved for more service.	This is addressed in the plan on p 6.40: "Support Facility Expansion and Modernization The regional transit system must have sufficient facilities to support efficient and cost-effective transit services. For buses, these support facilities include garages and bus maintenance facilities, bus layover facilities at route terminal points, and dispatching and control centers. For rail, these support facilities include operations and maintenance facilities, train storage facilities, layover facilities, and logistics facilities such as control centers. In addition, systemwide support facilities are needed for the maintenance of customer facilities, transit police force, employee training, customer service centers, and administration. As the transit system expands, and the types of services available and the number of riders increases, support facility capacity must increase as well." The plan and federal funding also allows for expansion and modernization of transit facilities through the Regional Solicitation, described on pages 6.22-23. No change recommended.

Commenter	Chapter	Comment Summary	Comment Response
105	Transit	Clarify how equity will be documented and measured as a technical investment factor in the Regional Service Improvement Plan.	"The Regional Service Improvement Plan was first adopted in November 2012 and has not yet been updated. During this initial plan development, two measures were used to evaluate equity as a factor: Service to low-income and minority populations and benefits for the disabled community. The details on the methodology behind these measures can be found in the Regional Service Improvement Plan, posted on the Council's website. Future updates of the Regional Service Improvement Plan will review these measures and make changes, in coordination with regional transit providers. No change recommended. "
50, 104	Transit	Clarify how transitway investment factors, land use planning, and local government actions shape transitway prioritization and how it differs from federal process.	The Council added the language on prioritization during the Transportation Policy Plan update in 2015. The language was intended to be a framework for conversations about how transit can be prioritized in the region. The Council continues to emphasize these points with local project sponsors and during region discussions about transit priorities. Ultimately, the Transportation Policy Plan is a funding plan that demonstrates how the region will invest its available funding moving forward. As a result, priorities for transitway investment are largely driven by local funding initiatives, where the majority of transitway expansion funding originates, and the timing of project readiness to move forward. Federal funding programs also have their own project justification criteria that align closely with the Council's investment factors. However, the Council's factors include more locally important investment factors and apply to a broader set of transitway investments, not just those seeking federal capital investment grant funds. The Council will continue to use the prioritization framework to guide regional conversations about transitway investment, including priorities for local land use planning, and will explore a more robust application of the framework should additional revenues become available that are shared across the region. No change recommended.
50	Transit	Clarify purpose of "Potential Current Revenue Scenario" and relation to Nicollet-Central Modern Streetcar project.	The potential Current Revenue Scenario projects that can either be implemented incrementally, such as partially funded arterial bus rapid transit projects, or are affordable based on financial projections of existing or known future revenues and prioritized by a local government. The Nicollet-Central Modern Streetcar project has identified some funding for the project but has not explored an incremental approach and has not identified enough revenues to fully fund the project. Thus, it remains in the Increased Revenue Scenario until additional funding is identified. No change recommended.
105	Transit	Conduct further studies regarding emerging transit options, expand on-demand options throughout the state.	The Council supports exploring and evaluating new transit service models, particularly emerging shared mobility technology. On page 6.29, the plan discusses the potential for these services and the Council is working with all regional transit providers to discuss the broader implications of the limited pilots that have been explored. As these options become more understood and available, a more robust discussion will be included in the Transportation Policy Plan. No change recommended.
141	Transit	Consider express service extension of Gold Line to Hudson, commuter train from Eau Claire to Twin Cities.	The Council agrees that issues that operator issues need to be addressed in order to ensure that our transit system is providing the best customer experience possible and providing a good workplace for thousands. The Transportation Policy Plan guides how the region will invest in transit and coordinate services across the region. Specific policies for transit providers, such as Metro Transit, are determined individually by each provider. This comment will be shared with Metro Transit staff. No change recommended.

Commenter	Chapter	Comment Summary	Comment Response
50	Transit	D Line funding concerns and support for additional investment.	The Council empathizes with the concerns over the lack of funding for D Line and will continue to seek additional funding for the project. No change recommended.
35	Transit	Evaluate Transit connections to regional trails.	Access to regional parks are considered when exploring transit improvements but they must be weighed against other opportunities like travel to jobs and schools, travel to destinations that meet daily needs, and the efficient of possible improvements. This feedback will be shared with transit providers across the region for them to consider in their service planning efforts. No change recommended.
1	Transit	Expand description of Transportation Finance Advisory Committee Report.	The Transportation Finance Advisory Committee Report is available on MnDOT's website. A link will be added in a footnote. The Council feels that a reference to the report details is a more meaningful change than attempting to summarize the report's lengthy recommendations. No change recommended.
50	Transit	Expand on regional bus layover facility needs.	Bus layover facilities will be handled on a case-by-case basis for the foreseeable future. However, when coordinated with the potential for bus service expansion in the region, additional facilities will likely be needed. No change recommended.
38	Transit	Expand transit options further outside the core cities	The transit system is designed around Transit Market Areas described in the Transit Investment Direction and Plan. All-day services like light rail are generally limited to Market Areas one and two, where they will be most cost-effective. Commuter rail has generally shown to be cost effective in only a limited number of corridors, the most cost effective being the existing Northstar corridor. In terms of express bus and park-and-rides, the region has built out much of the capacity that is projected to be needed for 2040. Additional opportunities for expansion are being planned but there is not a substantial need for park-and-ride expansion in the coming years. No change recommended.
50	Transit	Expansion of the regular route bus network should be coordinated with the expansion of other transit modes.	There are two existing statements in the plan that relate to this topic: Page 6.29: "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. This will not only support bus system expansion to new customers but also ensure the success of transitway investments." Page 6.48: "Transitways are also supported by the regular-route bus service described in the previous section. It is important for the region to consider and include connecting services in transitway planning and investment scenarios." This topic is also addressed in strategy C11 and the section titled Transitway Development Process. No change recommended.
1	Transit	Explain how current operating deficits fit with revenue scenarios.	The Current Revenue Scenario uses existing law and policies for funding allocations and also historical funding to project future revenue availability. For the bus system, the primary sources of funding have been fares, MVST and when required, state general fund revenues. The plan includes growth assumptions for each revenue source. If Motor Vehicle Sales Tax revenues do not meet the growth assumptions (3.4% annually from 2015) the assumption is that state general fund revenues will grow to fill the projected deficit. In addition, it is assumed the state will provide general fund revenues (after fares) for mandated services including net Metro Mobility costs and 50% of net LRT and commuter rail operation. Under these assumptions the existing transit system is able to be maintained. No change recommended.

Commenter	Chapter	Comment Summary	Comment Response
41	Transit	Finish Northstar to St. Cloud	The Council is currently committed to ensuring the success of the existing line within the resources expected in the plan's Current Revenue Scenario. Given that the Northstar project was developed as a partnership between MnDOT, local governments, the Council, and private interests, there are multiple interested stakeholders that would need to be consulted in order to extend the Northstar line. To date, there has not been a strong coalition brought forward with a funding plan to consider extending the line. This information will be shared with the appropriate staff and agencies that would need to be involved with extending the Northstar line. No change recommended.
50, 105	Transit	Further discuss Transit Assistance Program and whether it will be expanded.	The Council views the Transit Assistance Program (TAP) as an important equity program for the region. The program is still relatively new and adding details on the program to the plan would be preemptive until a more robust evaluation and plan for the program can be completed. Specific fare policies are not addressed in the TPP as they are viewed as operating issues that must proceed outside of the long-range plan. This comment will be shared with Metro Transit for consideration. No change recommended.
105	Transit	Improve Metro Mobility user interface.	Thank you for your comments regarding more efficient ride scheduling for Metro Mobility customers. While this level of detail is not addressed in the Transportation Policy Plan, we agree that online scheduling should be available to our customers to not only book rides but to cancel and check on the status of requested rides. We have been working with our software vendor for over a year to implement an improved web-based reservation system and expect it to roll it in the Fall 2018. Some programming issues are being resolved and roll-out date is to be determined. No change recommended.
105	Transit	Improve transfers between dial-a-ride services and other modes.	This level of detail is not addressed in the Transportation Policy Plan. However, Metro Mobility customers can book rides to any address, including transit stations, so the option to connect with fixed route is currently available. Because Metro Mobility is a shared ride system with a 30-minute pick-up window, timed connections are very difficult. However, the 30-minute pick-up window is critical to the financial sustainability of the program. The Council agree that it is important to provide incentives for Metro Mobility customers to use fixed route when available and appropriate. Incentives for customers to connect to fixed route (feeder to fixed) were discussed in the February 2018 Metro Mobility Task Force Report as a potential enhancement to the service. During the first half of 2018, Council staff from Metro Mobility and Metro Transit researched and planned a pilot project that would allow Metro Mobility customers to ride for free on Metro Mobility when transferring at select transit stations. A number of potential Metro Mobility riders were surveyed about participation and a very limited number of customers expressed interest in the feeder to fixed route transfer option. Council staff has since reframed the pilot to offer a free fare incentive a limited number of Metro Mobility customers who have expressed interest in expanding their use of the fixed route system as a whole. Participant feedback and data gathered from the reframed pilot will serve to further inform the Council on the accessibility of the fixed route network for customers with disabilities as well as any travel training programs that could assist Metro Mobility customers. Council staff is aware of the desire for more timely connections between dial-a-ride and fixed route and will be considered in the development of the broader scope of first mile/last mile on-demand service connections. No change recommended.

Commenter	Chapter	Comment Summary	Comment Response
105	Transit	Include access to job concentration measure in Regional Service Improvement Plan investment factors.	The specific measures for the technical factors in the Regional Service Improvement Plan are revisited when the plan is updated. The first plan was developed in 2012 and has not yet been updated. This feedback will be brought forward, in coordination with regional transit providers, when discussing an update to the Regional Service Improvement Plan. No change recommended.
50	Transit	Include additional capital funding sources.	Change recommended on p. 6.59 as follows: <u>50% or more county sales tax and/or county railroad authority revenues other local revenues.</u>
51	Transit	Include history of federal transit funding to justify assumptions, alternative funding.	The plan includes a general statement that "To date, the region has been successful in advancing projects that have received substantial funding from the federal government's highly competitive Capital Investment Grants program that includes New Starts and Small Starts grants." The region has eventually received all federal funding that it has requested through this program. This will be emphasized in the text. The region has yet to conduct a risk assessment and alternative futures for federal funding and this would need to be discussed with local project sponsors. The Council will engage with local partners in conversations about federal funding risk assessments to determine how to proceed for future plan updates. Change recommended. P 6.62 - Add sentence under Federal Funding Assumptions for Transit Expansion: <u>The region has been awarded over \$1 billion in federal funding for all three projects that have requested FTA funding.</u>
50	Transit	Include more flexibility in assumptions regarding future funding sources.	The Transportation Policy Plan includes funding assumptions that are reasonable and supported by law, history, or past practices. Future funding mechanisms may look different than current mechanisms and this will be addressed on an as-needed basis. The Increased Revenue Scenario does not specify the mechanisms for funding additional investments, nor does it exclude any. No change recommended.

Commenter	Chapter	Comment Summary	Comment Response
13, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 34, 36, 40, 43, 44, 45, 47, 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, 107, 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, 138, 139, 140, 144,	Transit	Include policy to transition regional bus fleet to zero emission vehicles.	<p>Plans to transition the regional bus fleet to zero emissions vehicles fall under transit operations and are not directly addressed in the long-range transportation plan. However, given that this policy plan contains information about challenges and opportunities related to the transportation system, it's important to acknowledge work that is being done to assess technologies and create operational plans to implement additional electric vehicles. The Overview Challenges and Opportunities section on page 27 will be revised to include the following information: <u>In terms of transit fleet operations, emerging electric bus vehicle technologies are promising. By the end of 2018, Metro Transit will have a plan related to expanding its fleet of electric vehicles and an analysis of related issues, including where in the system to install supportive technology for effective operations, challenges related to capacity for charging vehicles overnight, and the limitations of current battery technology. In addition to bringing 130 electric vehicles into the system through 2025, a pilot project will further evaluate the issues related to vehicle operating range and cold weather impacts. Budget impacts are still to be determined. In addition, electric vehicle technology brings other environmental hazards that need to be dealt with carefully, including disposing of used batteries. There is more to learn, but the Council's hope is that the region's transit fleet will eventually benefit from market development that is yet to come.</u></p> <p>In Chapter 6, "Transit Investment Direction and Plan," several pages were updated to reflect ongoing plans related to electrifying the regional bus fleet: pages 6.26, 6.40 and 6.46-47.</p>
104	Transit	Include purpose/benefit for transit modernization	Change recommended: P 6.23: The focus of transit modernization is to improve the transit system to better suit current needs and current transit riders. The focus of transit modernization will generally be to make transit more attractive to existing transit riders <u>with the intent of retaining transit riders. Modernization improvements may also attract new riders, although this is not the explicit purpose.</u>
50	Transit	Include reliability in transit modernization description.	The definition of modernization under Transit Modernization and Expansion through the Regional Solicitation already includes a statement about investments that result in more reliable travel times. No change recommended.

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105	Transit	Include snow removal prioritization in Transit Facilities Expansion and Modernization Opportunities.	The Council agrees that snow removal is an important factor in the customer experience on transit. This is a complicated issue that involves many stakeholders across the region and Metro Transit is continuing to explore ways to effectively deal with snow removal after winter storms. Transit expansion and modernization is invested in through the Regional Solicitation, which typically funds capital projects or pilot operating programs for transit expansion. It is not clear whether additional operating expenses for snow removal would be eligible under these programs, but the Council will explore this issue for the next Regional Solicitation in 2020. In the meantime, the Council will continue efforts to improve the coordination of snow removal at and near bus stops within the available resources. No change recommended.
144	Transit	Include streetcars in modal lists adding distinguishing characteristics of mode.	Transitway corridor planning is typically a locally led process, by counties or cities. These corridors have been studied, in part, through the Midtown Corridor Alternatives Analysis, the Minneapolis Streetcar Feasibility Study, and the Saint Paul Streetcar Feasibility Study. While a specific rail investment recommendation was made for the Midtown corridor from Blue Line to Green Line Extension, the project is in the Increased Revenue Scenario and thus is not funded in the plan. Additional analysis, led locally, would need to occur to consider a larger investment in streetcar in this corridor east of Blue Line, and to date, this has not been considered by Minneapolis or Metro Transit. No change recommended.
105	Transit	Incorporate recommendations from Minnesota Council on Transportation Access' Public/Private Partnerships in Transit study and consider partnering with additional services for people with disabilities.	Shared mobility options are becoming more prevalent in the transportation system, but they are still unproven for broad-scale implementation. The Transportation Policy Plan discusses emerging shared-mobility options and these services will continue to be monitored for potential moving forward. Text will be added to the plan to address this. Medical Assistance (MA) and Minnesota Non-Emergency Transportation (MNET) rides are governed by the Department of Human Services and is outside of the Council's purview. The Council is actively exploring on-demand opportunities to enhance the Metro Mobility program and provide alternate service options for people with disabilities. The Metro Mobility Task Force Report, released in February 2018, addresses the topic of Transportation Network Provider options and recommended a pilot project to begin in the first quarter of 2019, if determined to be feasible. Change recommended. P 6.29: Emerging Shared Mobility Technology <u>These emerging service types will continue to be monitored and evaluated by the Council and transit providers for potential applications and expansion moving forward.</u>
143	Transit	Invest more in BRT, less in streetcars.	The region is exploring a mix of investment types to achieve the goals and objectives outlines in the Transportation Policy Plan, but the Council agrees that additional investment in BRT is needed. Recommendations for the type of investment typically originate from a local process led by local governments, who also invest the majority of project costs from local revenues. The Council works with local agencies to determine which investment, whether bus rapid transit, light rail, streetcars, or other options, are best suited to meet the local purpose and need. The region does not have a one-size-fits-all approach to transit investment because the needs and constraints vary across the region. The Plan includes a substantial investment in bus rapid transit along with light rail, with the two modes often working together to meet regional needs (for example, the A Line BRT connection to the Green Line LRT). As of 2017, the region's two light rail lines serve about 25% of the region's transit rides. No change recommended.

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12	Transit	Metro Mobility Concerns	Comment acknowledged. Provided operational concerns to Metro Mobility staff. No change recommended.
48	Transit	More frequent bus service	Comment acknowledged. No change recommended.
50	Transit	Need broader definition of transit expansion to include expanding existing routes.	The definition of "expansion" under Transit Modernization and Expansion through the Regional Solicitation is intended to guide investment categories for the Regional Solicitation. The Council works with the Transportation Advisory Board to establish this definition. The current definition is generally broad and not focused on the types of improvements, but the impacts of the improvements to attract transit riders. This includes the opportunity to invest in additional capacity of existing routes and many recent projects request funding to expand existing routes under this definition. No change recommended.
50	Transit	Nicollet-Central Modern Streetcar – add reference in text to Minneapolis dedicated Value Capture District.	This language already exists in the chapter starting on page 6.67. No change recommended.
50	Transit	P. 6.34 – Under Transit Facilities Expansion and Modernization Opportunities – first paragraph, last sentence – rework to say, "Transit advantages are roadway improvements such as bus shoulders or transit-only lanes, etc.....that improve person throughput...."	Existing sentence structure presents the primary topic first, with examples at the end. This is intentional. No change recommended.
144	Transit	Perform continuous needs assessment for improving transit experience.	Metro Transit regularly assesses the performance of transit and areas for improvement. The Council welcomes this feedback on focusing on the customer experience and assessing what can be done to improve it. This information will be shared with Metro Transit and other transit providers across the region. This is not something that would be addressed in the Transportation Policy Plan as it needs to be flexible to actively respond to emerging needs. No change recommended.
105	Transit	Prioritize better accessibility and customer experience elements at bus stops.	The Council is working on its required Americans with Disabilities Act transition plan, where this topic will be addressed in more detail. Unfortunately, funding is the primary limitation for improving the customer experience at bus stops throughout the region. The Council has secured some nationally competitive federal grants to improve bus stops and will continue to seek opportunities for additional funding to improve the customer experience on the system, particularly for customer groups and geographies that have historically been underinvested. No change recommended.
50	Transit	Provide clarity about footnote in text box on page 6.67.	The footnote on page 6.67 is meant to notify the reader that several corridors are listed twice in the Plan for a reason, because they are under consideration in multiple studies for multiple modes of investment. Change recommended: <u>1 Several arterial BRT corridors are listed under other headings because they are also under consideration for other modes.</u>
50	Transit	Provide more detail on Blue and Green Line Extension project status under light rail mode description.	The project statuses are addressed individually at a later section in the Plan. A reference to this will be added to the modal introductions. Change recommended. Page 6.48 - Add the following sentence under Transitway Modes: <u>More detailed project descriptions and statuses are available under the Current and Increased Revenue Scenario discussions.</u>

Commenter	Chapter	Comment Summary	Comment Response
50	Transit	Questioning requirement for local resolutions of support.	Resolutions of support are required to show that a local government that will be affected by a major regional investment is supportive and not a potential barrier to future investment. Even when local governments are not funding partners, they may play an important supportive role for the corridor in planning for land use or infrastructure required for project success. In some cases, a local road or other locally controlled infrastructure may be directly affected by a project's implementation. No change recommended.
144	Transit	Recognize benefits of dedicated right of way for transit modes over operating in mixed traffic.	Agencies planning for transit take into account a number of factors when determining the best transit mode and route for a major investment like a transitway. While dedicated right-of-way certainly offers a number of important benefits like reliability and travel time, it often comes at a trade-off of cost and right-of-way impacts to local residents and businesses. In this vein, it wouldn't be prudent to say that dedicated transit right-of-way is always superior to mixed-traffic transit when all factors are being considered. The determination of what best meets a corridor's purpose and need is a local process with substantial stakeholder input, and the regional plan should not usurp the local planning process by dictating what is best for a community. No change recommended.
1	Transit	Recognize increasing need and obstacles in providing reverse commute service.	This will need to be addressed through future work, as this topic is not thoroughly explored for this Transportation Policy Plan update. The Council will conduct research as part of the next policy plan update to determine how to more extensively address this topic. No change recommended.
1	Transit	Red Line Stage 2 in current revenue scenario.	Change recommended. P. 6.61: Add METRO Red Line Stage 2 to table and the following text: <u>METRO Red Line (Cedar Avenue Highway Bus Rapid Transit) Stage Two The first stage of this project opened in mid-2013. An Implementation Plan Update (2015) identified future stages for investment in improvements to the corridor. A number of these investments have recently been completed or are funded for near-term implementation. These include an online, median station at Cedar Grove Station, improvements at the Mall of America Station, an expansion of the park-and-ride at Apply Valley Transit Station, and improvements to bicycle and pedestrian access to the corridor. Stage Two also includes station-area planning along the corridor and studies for improvements in the northern Dakota County segment of the corridor. Future METRO Red Line stages beyond Stage Two are currently included in the Increased Revenue Scenario. P 6.67: METRO Red Line Future Stages (Cedar Avenue Highway BRT) The first stage of this project opened in mid-2013 and the second stage is complete or funded in the Current Revenue Scenario. An Implementation Plan Update (2015) has identified additional future stages that will add stations, park-and-ride capacity, and service to the line, including an extension to a number of planned stations in Lakeville. Future stages would also address bicycle and pedestrian improvements and station-area planning.</u>
11, 15, 21, 23, 25, 26, 27, 28, 29, 30, 31, 34, 40, 59	Transit	Reduce or eliminate transit fares.	Currently about 25% of the Council's transit revenue comes from fares. Without another source of revenue to make up that portion, the Council would not be able to support the existing level of service without cuts. At this point, there are no plans to implement a system without transit fares. The Council does have a Transit Assistance Program (TAP) as an important equity program for the region to support low-wealth communities, reliant on transit. Specific fare policies are not addressed in the TPP as they are viewed as operating issues that must proceed outside of the long-range plan. No change recommended.

Commenter	Chapter	Comment Summary	Comment Response
48	Transit	Reevaluate and restructure transit network.	Transit network changes are typically the responsibility of individual transit providers. Metro Transit, for example, regularly reviews route performance and spacing to ensure that their service is as efficient and effective as possible. A work program item on Bus Service Allocation Study will explore how the transit network could be restructured and the potential trade-offs associated with this. The results of this study will be available prior to the next Transportation Policy Plan update. No change recommended.

Commenter	Chapter	Comment Summary	Comment Response
11, 15, 21, 23, 25, 26, 27, 29, 31, 32, 33, 34, 38, 40	Transit	Reevaluate Metro Transit Police presence on vehicles and fare enforcement policies.	<p>The Council appreciates the concerns cited by a number of people who participated in the Transportation Policy Plan update process or have otherwise noted their concerns about the presence of Metro Transit police on regional routes.</p> <p>To the specific point about fare enforcement, though those are operational, there are legal requirements that fare enforcement be conducted by a police officer.</p> <p>Changes to the plan are recommended:</p> <ol style="list-style-type: none"> 1. Chapter 6, "Transit Investment Direction and Plan," updates page 6.44. 2. A new strategy is being added under Goal B: Safety and Security (of the transportation system) in Chapter 2, "Transportation Strategies" - <p><u>B8. The Council and its regional transportation partners will ensure that police and public safety agency enforcement programs and actions on the region's transportation system do not create or perpetuate racial inequities.</u></p> <p><u>It is important to note that not everyone has the same experience using the region's transportation system. Analyses of enforcement data show that people of color experience disproportionate traffic stops or enforcement on transit. The 2003 Minnesota Statewide Racial Profiling Study, done by the University of Minnesota Law School at the request of the state legislature, found that "drivers of color are over-represented among those stopped; over-represented among those searched; and under-represented among those found to have contraband on their person or in their vehicle as a result of being searched." Because Minnesota does not require local police departments to collect traffic stop data including race, there is currently no consistent database to use for routine analysis on potential racial disparities across jurisdictions, although individual cities may track their traffic stop data. The 2003 report is the most recent analysis available at a statewide or regional level. A 2011 U.S. Department of Justice national report on traffic and street stops found that more black drivers were stopped. In 2015, Metro Transit analyzed its police incident data by race and found disparities in its treatment of people of color. Recent Metro Transit data indicates these disparities have been reduced after changes to training and procedures. Over the past several years, work has been done to address community concerns about policing, including national and statewide task forces that identified best practices and recommendations for policing practices and building public trust, and work to implement changes continues at the local level.</u></p> <p><u>Supportive local actions:</u></p> <ul style="list-style-type: none"> · <u>Collect demographic data, including but not limited to race, for all stops in accordance with industry best practices.</u> · <u>Implement required state training for peace officers on crisis intervention and mental illness crises; conflict management and mediation; and recognizing and valuing community diversity and cultural differences to include implicit bias training, and other relevant training as recommended by industry best practices.</u>

Commenter	Chapter	Comment Summary	Comment Response
49	Transit	Reevaluate Riverview Transitway alignment.	The Riverview corridor was a locally led project by Ramsey County Regional Railroad Authority. Through an extensive study with opportunities for stakeholder engagement throughout, a recommendation for modern streetcar on West 7th emerged as the mode and route that best met the project's purpose and need. That being said, the Riverview Modern Streetcar locally preferred alternative is not being officially added to the Plan through this update. It will be addressed through a future amendment with additional opportunities for public comment. No change recommended.
105	Transit	Reinvest dial-a-ride resources in ridesharing.	The Transportation Policy Plan recently added a discussion on emerging shared mobility technology (page 6.29) but the plan acknowledges that these services are only in pilot phases. The plan purposefully does not prescribe how dial-a-ride services should be provided to allow flexibility as demand and service delivery models change over time. The Metro Mobility service area is governed at both the federal and state level. The federal requirement is to provide complementary service to local fixed route (3/4 mile on both sides of the route) and the state requirement is to provide service in the Transit Taxing District as it existed in March 2006. The Council also has an obligation under the American's with Disabilities Act to provide equal levels of service to all Metro Mobility rides regardless of accessibility needs. We are not aware of any on-demand services in Minnesota, such as Uber or Lyft, that will commit to making accessible vehicles available with a response time comparable to sedans. Council staff is exploring creative solutions that would allow for on-demand service while also meeting the obligation to equally service customers requiring an accessible vehicle. No change recommended.
1	Transit	Remove Transit Planning Basics section.	Transit planning is primarily conducted by public transit providers, but the demand for transit is largely driven by land use decisions at local governments. Since the Transportation Policy Plan serves as a link between transportation planning and land use planning done by various levels of government in the region, this section serves as a vital bridge between the two. This section of the Transportation Policy Plan is heavily referenced during the Comprehensive Planning process to provide vital information to communities about how transit planning affects and is affected by local land use plans. No change recommended.
31	Transit	Route Assistance to Newcomers	Comment acknowledged. Feedback forwarded to Metro Transit customer service. No change recommended.
50	Transit	Should state that transit improvements on city streets will be in existing right of way?	While this will likely be the case for many transit advantages on local streets, it will not always be the case. A recent example is the expansion of a county road in Dakota County to accommodate transit lanes for the METRO Red Line. Language referencing city streets will be changed to local roads. Change recommended. Page 6.42 - Replace city streets with local streets in both locations in the second paragraph.

Commenter	Chapter	Comment Summary	Comment Response
50, 104	Transit	Suggested edits to definition of modern streetcars as a transit mode.	Change recommended. Page 6.50-51: <u>Modern streetcar is an all-day, frequent service that operates in urban areas with high transit demand. Modern streetcars typically operate in mixed traffic, similar to a local bus route, but may also operate in an exclusive runningway. They typically stop every few blocks (spacing may vary up to every 1/4-1/2 mile) and operate at shorter distances than light rail, with an emphasis on high-frequency service with high accessibility. Typical modern streetcar lines to date are less than four miles long and they shorter and travel more slowly than light rail. However, modern streetcars may attract new transit riders similar to light rail and may offer some travel time advantages over local buses, such as faster boarding, faster fare collection, and intersection signal priority – similar to the transportation benefits BRT can offer. Modern streetcar service is particularly suitable for high-density, mixed-use areas with short average passenger trip lengths, areas where improved transit will benefit a high number of existing riders, and as an attraction for new or infrequent transit users like shoppers or visitors. Modern streetcars also have demonstrated promise for supporting high-density, mixed-use, walkable development in urban cores where people can live without a car and become regular and frequent transit users. Despite their differences, there are many similarities between modern streetcar and light rail and the two modes may share characteristics of each other, depending on the purpose of the project and implementation decisions made by lead agencies.</u>
46	Transit	Support for A Line Extension.	Supportive comment acknowledged. This comment will be shared with bus rapid transit staff at Metro Transit. No change recommended.
1	Transit	Support for Bus Service Allocation Study item in the Work Programs.	Supportive comment acknowledged. No change recommended.
50	Transit	Support for high-quality transit investment, focus in areas of historic disinvestment	Comment acknowledged. No change recommended.
50	Transit	Support for high-quality transit system, including Rapid Bus.	Supportive comment acknowledged. No change recommended.
141	Transit	Support for Modern Streetcar as mode for Riverview Corridor.	Comment acknowledged. The Riverview Modern Streetcar locally preferred alternative will be addressed through a future amendment or update of the Transportation Policy Plan. No change recommended.
8	Transit	Support for transit in West Broadway and Nicollet streetcars in Minneapolis.	Comment noted. The Council encourages residents that are supportive of specific projects in their community to contact their local elected officials and voice similar support. The streetcar projects in Minneapolis are in the Increased Revenue Scenario, which means additional funding is needed to consider these projects for advancement. Local elected officials are often the champions of seeking additional funding for projects. No change recommended.
50	Transit	Supportive comment on community involvement in transit safety improvements.	Supportive comment acknowledged. No change recommended.
59	Transit	Tie fare increases to minimum wage.	The Council has historically raised fares to keep pace with inflation. Specific fare policies are not addressed in the TPP as they are viewed as operating issues that must proceed outside of the long-range plan. This comment will be shared with Metro Transit for consideration. No change recommended.

Commenter	Chapter	Comment Summary	Comment Response
10	Transit	Trains contributing to congestion	The Council supports a balanced transportation system with options for all people of the region, including those with disabilities. This strategic approach will best meet the region's Goals and Objectives for the transportation system. The transit system and light rail lines provide important access to a large number of regional jobs and light rail alone carries nearly 25% of all the system's rides on just two routes. Transit options provide congestion relief to the highway system and support market demand for new housing options that are underdeveloped in this region. The Americans with Disabilities Act is a federal requirement and all government agencies comply with it to provide fair and equitable options to all people of the region. No change recommended.
8, 9	Transit	Transit service quality	Comment acknowledged. No change recommended.
57, 106, 107, 108, 109, 110, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 126, 127, 128, 129, 130, 132, 133, 134, 135, 136, 138, 139, 140	Transit	Transition to alternative fuel options (hemp biofuel and solar).	While the diesel leak at the Ruter Bus Garage site was unfortunate, it is a rare occurrence. Metro Transit has been safely using diesel fuel for more than 70 years and has a proven record of implementing solid environmental protection operating procedures. The Council believes in the positive benefits of moving beyond non-renewable fuels and has a plan to do so. No change recommended.
143	Transit	Travel time reliability and modernization.	The Council agrees that transit travel time and reliability are important factors for investment. The plan's Goals and Objectives address this under Access to Destinations, Competitive Economy, and Healthy and Equitable Communities. In addition, the plan includes a Work Program, Local Bus Speed and Reliability Initiative, to collaborate with Metro Transit on improvements on the local bus system. A pilot implementation is being implemented on the Route 2 in fall 2018 and future opportunities will be identified through this Work Program effort, depending on the outcomes of the pilot. The Council also supports additional investment in transit that will allow for more innovative service delivery models, such as shared mobility technology described on page 6.29. No change recommended.
1, 50	Transit	Update project timelines	Change recommended. Any revised project timelines will be updated in the final plan.
1	Transit	Use consistent definition of Transit Market Areas	For brevity, the majority of the technical discussion about Transit Market Areas is kept in Appendix G for advanced readers of the plan. A more comprehensive discussion about the basics of transit planning is kept in "Chapter 6, Transit Investment Direction and Plan," for more novice readers. The Council feels that this strikes the right balance between detail and concepts. No change recommended.

Commenter	Chapter	Comment Summary	Comment Response
144	Transit	Use semantic distinction to clarify differences between BRT types like dedicated busway service and arterial bus rapid transit.	The Transportation Policy Plan defines bus rapid transit into three forms: dedicated, highway, and arterial. These terms are used throughout the plan to refer to the investments that are planned for the different types of BRT. When implemented, different terminology is used to brand the services to the public, like A, C, and D lines or Red or Gold lines. This distinction is intentional in communicating expectations to the public. However, all forms of bus rapid transit are forms of improved transit that part of the regional transit system, so consistency with regional branding schemes is also important. The Council adopted a regional branding framework prior to the opening of the METRO Red Line and they are considering updates to this framework as additional arterial BRT and dedicated BRT come online in the region. The Council and other transit partners routinely monitor customer and stakeholder feedback on branding and nomenclature used with the public and adjust, when prudent. No change recommended.
104	Transit	Update Regional Transitway Guidelines.	The Council understands and agrees that updates to the Regional Transitway Guidelines are needed. The development of the guidelines was a substantial effort for the region and the Council will initiate discussions with regional partners about how and when the guidelines can be updated. No change recommended.
50	Work Program	Congestion Management Process plan should consider context within the region.	Comment acknowledged.
1	Work Program	Consider county corridors in update to the Regional Bicycle Transportation Network (RBTN).	Comment acknowledged. As with other local trail systems and including planned regional trails, the RBTN refinement process will review and consider these planned facilities based on the methodology and principles developed in the Regional Bicycle System Study and in collaboration with local agency partners and local bicycle plans. No change recommended.
50	Work Program	For pedestrian crash analysis, build off data from local agencies.	Comment acknowledged.
50	Work Program	Highway Performance Measures and Funding Decisions study should have a more comprehensive definition of mobility to include a number of equity factors.	This work program item is aimed at addressing the declining share of state highway resources being invested in the Twin Cities. The complexities noted in this comment are important, but this work needs to be focused on the largest investment categories to make progress. These nuances are important after an appropriate resource distribution is settled on. No changes recommended.
50	Work Program	In studies about Connected and Autonomous Vehicles, include new mobility impacts on transit, and other transportation system elements.	Examining the issue of connected and autonomous vehicles requires a rethinking of many aspects of transportation including those noted in this comment. This topic is more fully discussed in the Overview section of this plan. This work program item is a very high-level overview of work to be accomplished and not where these details fit in this plan. No changes recommended.
50	Work Program	Is the term environmental justice populations still used?	This phrase is common in documents responding to federal requirements to address environmental justice.
50	Work Program	Minor text changes (such as a typo or minor word omission).	Edit incorporated.

Commenter	Chapter	Comment Summary	Comment Response
5, 7	Work Program	Support for Employment Last Mile Transit Connection Study and suggestion to include first mile connections.	Supportive comment acknowledged. The Employment Last Mile Transit Connection Study is focused on the gap between where good transit service exists today, in the core of the region, and where a large share of jobs is located, in the suburbs. The study may look at opportunities to bridge last- and first-mile connection issues, but the last mile issues were identified as a higher priority need to study among the region's stakeholders. A more comprehensive study of how bus service is allocated throughout the region will also be explored and the Council and regional transit providers continue to monitor emerging shared mobility options for application in the transit network. No change recommended.
50	Work Program	Walkability study - better definition of scope and terms.	Different types of communities refers to the Council's official community designations developed as part of Thrive MSP 2040 https://metro council.org/Planning/Publications-And-Resources/Thrive-MSP-2040-Plan-(1)/5_ThriveMSP2040_CommunityDesignations.aspx . Details of the project scope will be determined in consultation with local partners at the beginning of the project. While this study and the crash data study were identified as separate projects, staff will consider possible connections between the two.
1	Work Program	We support inclusion of studying autonomous and connected vehicles in this plan.	Comment acknowledged.



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