



Transportation Policy Plan

Report of Public Hearing

October 22, 2008

Comment Overview

The Transportation Policy Plan Report of Public Hearing summarizes the comments received on the draft 2030 Transportation Policy Plan as adopted September 10, 2008. The comment period ran from September 10, 2008 to November 6, 2008. During that time the plan was available on the Council's website and through the Data Center.

Six open houses were held throughout the region to explain the plan to citizens, governmental staff, and elected officials. A public hearing was held at the Council offices at 5:00 PM on October 22, 2008. A list of the people who testified is attached and a video record of the proceedings is on the Council's website.

The following spreadsheet summarizes the comments received, who made the comment and the staff response to the comment. There is also an index of all comment contributors with an identifying number attached. Many people made similar comments so a generalized summary of comments is followed by the identifying number of the persons or groups who made the comment. Blank lines in the comment tables are not errors. The blank entries occurred during the consolidation process when a comment was identified as duplicative and was combined with other comments OR when the comment was moved to another category group.

A written record of the actual comments made via letter, email, or online comment is available from the Council's Data Center.

Speakers at October 22 Public Hearing

- Dan Scott, St. Paul Area Chamber of Commerce
- Patrick McNamara, Citizen
- Peter McLaughlin, CTIB
- Barb Thoman, Transit for Livable Communities
- Lynne Bly, Fresh Energy
- Joshua Hodeck, Sierra Club North Star Chapter
- James L. Erkel, Minnesota Center for Environmental Advocacy
- Peter Berglund, Citizen
- Myra Peterson, Citizen

NOTE: A video record of the hearing is on the Metropolitan Council Website

List of Comment Contributors:

ID	Organization	Name
2	Minneapolis TMO	Teresa Wernecke, Executive Director
3	Minnesota Center for Environmental Advocacy	James L. Erkel, Attorney & Director
4	City of Prior Lake	Frank Boyles, City Manager
5	Citizen, Shoreview	Scott W. Halstead
6	Hennepin County Board of Commissioners	Randy Johnson, Chair
7	Counties Transit Improvement Board	Peter McLaughlin, Chair
8	Lakeville Area Chamber of Commerce	Todd J. Bornhauser
9	Target Corp	Michael D. Litwin, Vice President Of Corporate Real Estate
10	Sierra Club North Star Chapter	Mathews Hollinshead, Chair Transportation
11	St. Paul TMO	Jessica Treat, Executive Director
12	Twin West Chamber of Commerce	Mark Carlson, Chair
13	Minnesota State Senator	Katie Sieben, Senator
14	Citizen, Minneapolis	Rhonda Peterson
15	City of St. Louis Park	Thomas K. Harmening, City Manager
16	Citizen, Shoreview	Peter Berglund
17	Fresh Energy	Lynne Bly, Transportation Policy Director
18	Minnesota Valley Transit Authority	Beverley Miller, Executive Director
19	Citizen	John DeWitt
20	Citizen	Doron Clark
21	Anoka County TMO	Renee L. Sande, Executive Director
22	Saint Paul Chamber of Commerce	Kris Johnson, President
23	Transit for Livable Communities	Barb Thoman, Program Consultant
24	City of Minneapolis, Public Works	Steven A. Kotke, City Engineer
25	City of Maple Grove	Alan A. Madsen, Clerk
26	Transportation Alliance	Margaret Donahoe, Executive Director
27	SW Corridor Transportation Coalition	Robert J. Lindall, President
28	Citizen	Gayle Bonneville
29	Red Rock Corridor Commission	Myra Peterson, Chair
30	City of Bloomington	Gene Winstead, Mayor
31	City of Dayton	Douglas Anderson, Mayor

32	Citizen	Frank Kremer
33	Upper Mississippi Waterway Association	Richard Kreider, President
34	MnDOT, Office of Freight	Cecil Selness, Director Freight Planning and Dev.
35	City of Vadnais Heights	Gerald J. Urban, City Administrator
36	City of Cottage Grove	Sandy Shiely, Mayor
37	City of St. Paul	Christopher B. Coleman, Mayor
38	Minnesota State Representative	Linda Slocum, Representative
39	City of Shakopee Transit/Community Dev.	R. Michael Leek, Director of Economic Development
40	Scott County Board of Commissioners	Robert Vogel, Chair
41	Dakota County Board of Commissioners	Nancy Schouweiler, Chair
42	Washington County Board of Commissioners	Dennis C. Hegberg, Chair
43	Anoka County Board of Commissioners	Dennis D. Berg, Chair
44	North Metro Mayors Association	Mark Stefenson, President
45	I-494 Corridor Commission	Sandy Hewitt, Chair
46	President, Community Resource Partnerships	Bob Benke, Director, Research & Advocacy Services
47	City of New Hope	Kirk McDonald, City Manager
48	City of Eden Prairie	Phil Young, Mayor
49	City of Brooklyn Park	James Verbrugge, City Manager
50	City of Circle Pines	James W. Keinath, City Administrator
51	City of Plymouth	Kelli Slavik, Mayor
52	Ramsey County Regional Railroad Authority	Jim McDonough, Chair
53	Citizens	Greg Thompson; Jas Kooner; Rudy Massman
54	TAAC	Ron Bliss, Chair
55	Highway 55 Corridor Coalition	Marvin D. Johnson, Chair
56	Wright County Board of Commissioners	Elmer Eichelberg, Chair
57	US 169 Corridor Coalition	Ron Jabs, Chair
58	Maple Grove Transit	Mike Opatz, Director of Transit
59	MnDOT Metro District	Scott McBride, Metro District Engineer
60	Citizen	Andy Lambert
61	Citizen	Dick Lambert
62	Citizen	Francis Harvey
63	Citizen	Gerald D. Hahlert
64	Citizen	Greg Anderson
65	Twin Cities Bicycle Club	J Seaborne

66	Citizen	Jeff Hazen
67	Citizen	Jerry Kahlert
68	Metro Council Member	Kris Sanda
69	SouthWest Transit	Len Simich, Executive Director
70	Humphrey Institute	M Vigen
71	Neighborhood Energy Connection	Mary Morse
72	Growth and Justice	Matt Kane
73	citizen	Michael Heaney
74	citizen	Michelle
75	Metro Council Member	Natalie Steffen
76	citizen	Nathan Huerkamp
77	Citizen	Phyllis Rosengren
78	Citizen	Ronald Kortz
79	Dakota County Regional Chamber of Commerce	Ruthe Batulis
80	Growth and Justice	Skye Stauffer
81	City of Arden Hills	Stanley Harpstead, Mayor
82	Citizen	Stephanie Eiler
83	Citizen	Steven Hauser
84	TKDA	Vince Montgomery
85	Citizen	Shannon Thomsen
86	Citizen	Anonymous
*87	Minnesota Senate	Steve Murphy, Senator
*88	City of Woodbury	Clinton P. Gridley, Administrator
*89	St. Paul Regional Labor Federation	Shar Knutson, President
(22)	St. Paul Area Chamber of Commerce	Dan Scott
91	Citizen	Patrick McNamara
(7)	CTIB	Peter McLaughlin, Chair
(23)	Transit for Livable Communities	Barb Thoman, Program Consultant
(17)	Fresh Energy	Lynne Bly, Transportation Policy Director
(10)	Sierra Club North Star Chapter	Joshua Hodeck
(3)	Minnesota Center for Environmental Advocacy	James L. Erkel, Attorney & Director
(16)	Citizen	Peter Berglund
97	TAC Aviation Task Force	Jon Olson, Committee Chair
*98	City of Blaine	Rebecca Olson
*99	Minnesota House of Representatives	Denise Dittrich, Representative
*100	City of Minneapolis, Public Works: Update	Steven Kotke, Director

101	Citizen	Myra Peterson
*102	LOCATE	David Block, Chair

() indicates the individual or organization provided both written and oral comments

* indicates that the written communication was received after the close of comments (11/06/08)

Transportation Policy Plan Comments and Proposed Responses

Category: Like Plan

Category	Comment	Commentors	Response
a 1	Like the Highway Plan.	3, 65, 68, 70, 80, 23, 59, 37	No response needed.
a 2	Like the Transit Plan	10, 7, 11, 65,68, 70, 80, 26	No response needed.
a 3	Like the design.	82, 86,	No response needed.
a 4	Finance Chapter is excellent.	42,	No response needed.
a 5	Support the Work Program in the TPP.	42,	No response needed.
a 6	Support the use of person through-put as measurement of efficiency.	11, 21, 23	No response needed.
a 7	Supports general direction.	24, 35,	No response needed.

Transportation Policy Plan Comments and Proposed Responses

Category: Dislike Plan

Category	Comment	Commentors	Response
b 1	Do Not Like the Plan, should not be approved.	52, 66, 75, 86, 39,	Multiple changes will be made to the plan in response to comments received prior to final plan adoption.
b 2	No policies on transportation safety.	42, 27, 57,	Policy 10 addresses highway safety and security. Strategy 13e addresses transit safety.
b 3	TPP needs to emphasize access over mobility.	19, 37	This plan, as well as the Development Framework, does emphasize access, through land use density and configurations and provision of multiple modes, rather than mobility, which is likely to be less than previously planned due to limited highway expansion.
b 4	TPP lacks detail on other modes of congestion management.	2, 72	Chapter 5 discusses regional mobility, including travel demand management (TDM). A variety of TDM strategies are listed in Strategy 3d.
b 5	TPP needs to focus more on the most energy efficient modes.	33, 16	The freight section will be expanded to note the energy efficiency of waterway transportation. Transit is also very energy efficient.
b 6	TPP needs to set goals throughout the plan, including VMT, bicycling, mode share and energy reduction.	24,	Specific numeric goals have only been set in this plan for transit ridership, which is directly controlled by the Council as the region's major transit operator. The Council's Development Framework does include regional benchmarks for transportation that are not repeated in the TPP such as annual per capita VMT growth goal of less than .02% per year .
b 7	TPP should not separate the highway and transit vision.	24,	The vision for both highways and transit is multimodal. This is detailed in the Regional Mobility chapter, the main purpose of which is to stress the intermodalism of the plan, as well as in the individual highway and transit plans which identify a wide variety of transit improvements on highway corridors.
b 8	Tone is negative and fatalistic.	90,	The Highway Chapter will be reworded to be more positive and hopeful of additional funds for highway expansion, particularly from potential federal action. The overview will also be reworded to reflect these changes .

Transportation Policy Plan Comments and Proposed Responses

Category: Policies and Strategies

Category	Comment	Commentors	Response
c 1	Policy 14 - Transitways must not cannibalize existing bus transit service.	58,	The Council agrees that transitways should not be implemented at the expense of the core bus system. A transitway service plan, including bus service, must be developed for each corridor. New Starts applications must specifically show that the region can fund the capital and operations of both the bus and rail systems.
c 2	Strategy 13b - Fares also need to be easy to administrate and convenient to use.	69, 83	Fares should be convenient and easy to administer and phrasing will be added to reflect this. The GoTo card is a good example of technology that the Council has implemented to make fare collection more convenient.
c 3	Strategies 14a-e, level of administrative oversight seems excessive.	69,	These strategies are important to clarify that all transit riders and providers in the region will be treated equitably and held to similar standards for similar types of transit services.
c 4			
c 5	Strategies 3f and 4b - Add carsharing as a mode.	71,	Carsharing is a good option for individuals who do not need a car frequently. However, because it may still result in travel by a single occupant in an automobile, it is not considered an alternative travel mode.
c 6	Strategy 2e - Add "reserve carsharing parking at regional transit stations" .	71,	Strategy 2e refers to major multi-modal regional investments such as priced lanes, bus only shoulders and HOV lanes. While designating some parking spaces for use by shared cars may be appropriate, it is not a regional investment that rises to the level of being included in this strategy.
c 7	Policy 11 is too inflexible.	27,	Policy 11, Highway System Management and Improvements, is an important policy to guide investments in the metropolitan highway system, emphasizing system management and person through-put as an investment priority.
c 8	Policy 18 should include improving access to important destinations for cyclists.	15,	Language will be added to refer to prioritizing investments that improve bicycle access to major regional destinations.

Transportation Policy Plan Comments and Proposed Responses

Category: Policies and Strategies

Category	Comment	Commentors	Response
c 9	Strategy 4e - Do cities have to amend plans after new TPP is approved?	15,	Under state legislation, after the issuance of notice of the adoption of a new regional system statement, cities have six months to review their local plan and if necessary amend it to bring it into conformance with the regional plan. Given that the new TPP calls for the reassessment of a number of major highway expansion projects and a 2010 amendment to potentially add these projects back into the plan, cities will not be required to amend these projects out of their local plans, if necessary, until after 2010.
c 10	Policy 13 - Shakopee is better served by local providers, not the regional provider.	39,	As an opt-out community, Shakopee contracts for its own transit service provider.
c 11	Strategies 4f-g, Local investments will be insufficient to meet growth demands.	39,	Strategies 4f and g require cities to plan for an adequate transportation system. Cities should plan for a system that will meet forecasted growth, recognizing funding limitations and that non-traditional funding sources may be needed.
c 12	Strategy 3b - The regional highway system is not mature in Shakopee and will not be enough to meet demand.	39,	Strategy 3b refers to using person through-put as the measure on existing facilities, it does not intend to indicate that additional capacity or new principal arterials are not necessary to meet demand. The reference to a mature highway system will be removed.
c 13	Strategy 3h - Please use specific partners or refer to a comprehensive partnership list.	21, 43	Strategy 3h refers to monitoring congestion mitigation. Because these activities primarily take place on principal arterials under the jurisdiction of MnDOT, with participation from the Council in determining the most appropriate mitigation actions, it is appropriate that these two agencies be primarily responsible for monitoring the results.
c 14	Strategy 3a - A travel time component should be added to system evaluation.	21,	This suggestion will be considered when the Congestion and Safety Management Plan Phase II is undertaken.

Transportation Policy Plan Comments and Proposed Responses

Category: Policies and Strategies

Category	Comment	Commentors	Response
c 15	Strategy 3g - Consider listing TMOs and county road authorities as partners.	21, 43	This strategy will be re-phrased to specifically refer to counties and TMOs, in addition to the Council and MnDOT, in alleviating the impacts of highway construction through the implementation of transit service and TDM actions.
c 16	Strategy 13c - Encourage Metro Transit to market all regional transit, not just MetroTransit, and increase the promotion of car and van pooling.	21,	Metro Transit's marketing department does have responsibility for marketing transit service throughout the region and also is responsible for operating a regional car and van pooling matching service.
c 17	Strategy 5b - Plan contains no other discussion of high speed rail.	42,	High speed passenger rail is primarily under the jurisdiction of MnDOT because it is a service aimed at connecting the metropolitan region to other regions both within Minnesota and in other states, but this strategy recognizes the Council must play a role in pursuing these important connections. A short discussion of high speed rail is also included in the Transit chapter.
c 18	Strategy 9a - There is no discussion of the impact congestion will have on county system.	42, 43	The map of congested principal arterials represents only one element of the regional highway system. Clearly, if all these principal arterials are congested, affected individuals will use alternative routes which will become or may already be congested. Additional language will be added to the text to recognize this issue.
c 19	Strategy 9a - There is no discussion of the impacts on counties that do not have travel alternatives.	42,	The intent of this strategy is to encourage counties and cities to recognize that the region does not have adequate funds to solve congestion and that alternatives must be implemented.
c 20	Strategy 11g - Expansion should not be always be the last option.	42,	This strategy will be re-phrased to recognize that capacity expansion projects are necessary, but that they should not be implemented at the expense of system preservation and management.
c 21	Strategy 15b - There is no mention of geographic equity in evaluation of transitways.	42,	Regional balance will be added as a criteria for transitway selection.

Transportation Policy Plan Comments and Proposed Responses

Category: Policies and Strategies

Category	Comment	Commentors	Response
c 22	Policy 15c - Transitway selection needs to be more flexible and allow priorities to change outside New Starts procedures.	7,	A paragraph will be added to the Transit chapter recognizing that the New Starts process may change under the new administration and that transitways that are not seeking New Starts federal funding may move forward under different criteria.
c 23	Policy 1 - Strengthen policy to reflect the growing needs of the region and investment needed to meet them.	7,	Policy 1, Ensure Adequate Resources for Transportation Investments, states that the Council will identify and pursue adequate resources for regional transportation investments. The Transit chapter does indicate unmet needs to meet the 2030 goal of doubling transit ridership and the 2010 highway amendment will identify additional highway investments needed to reach the regional vision.
c 24	Policy 5 - Should explicitly reference "inter-city" passenger rail.	24,	This change will be made.
c 25	Policy 4 - CTIB, through its member counties, should also be included as a planning partner.	7,	Policy 4 specifically refers to coordination of land use and transportation investments. The Council as the regional planning agency, and counties and cities with local planning responsibilities are the appropriate agencies to implement land use strategies. However, CTIB and its member counties should appropriately require and value land use objectives when evaluating and funding projects.
c 27	Strategy 8b - Travel alternatives in Shakopee do not provide for an efficient solution to congestion.	39,	This plan does not indicate that congestion will be solved, only that it can be mitigated by implementing alternatives such as improved transit service, bus only shoulders, HOV lanes, priced lanes and other alternatives. Shakopee should seek to implement these alternatives where appropriate.
c 28	Include a policy or strategy stating passenger rail improvements should not be responsible for improvements that mainly benefit freight movements.	7,	While the Council agrees transitway spending should be on improvements that primarily benefit the transitway, the plan should not preclude the possibility that in the course of negotiating with a private railroad, it may become necessary to commit funds that benefit the freight rail. Also, such a policy should be addressed at the federal level.

Transportation Policy Plan Comments and Proposed Responses

Category: Policies and Strategies

Category	Comment	Commentors	Response
c 29	Strategy 8a should include greenhouse gas reduction goals and strategies.	24, 29	Strategy 8a states that the Council will promote strategies to reduce transportation emissions of pollutants as identified in federal law, which does not specifically set goals or measures for reducing greenhouse gases. The TPP, with its emphasis on implementation of transit and alternative modes, will have a significant impact on greenhouse gas emissions by reducing vehicle miles traveled.
c 30	Strategy 2a should accelerate transit ridership goals since already achieved 20% increase in ridership.	24, 29	The Council feels that the 50% ridership goal for 2020 and doubling transit ridership by 2030 is an aggressive ridership goal that under current funding levels will be difficult to meet.
c 31	Strategy 4f - Council should require local plans for transit, bikes and peds.	24	The required content of local comprehensive plans is specified in state statute and does not include a requirement for a bicycle and pedestrian plan, though the Council in its review of local plans makes appropriate comments that the plan should consider the needs of bicyclists and pedestrians. Transit planning is done by the Council and regional transit providers - local plans must accurately reflect both existing and planned transit investments.
c 32	Policy 9 or 11 should identify bottleneck mitigation.	45,	Both policies 9 and 11 refer to congestion mitigation which includes the removal of bottlenecks.
c 33	Strategy 9b should reference a multimodal "transportation" system rather than "roadway" system and also should mention "complete streets".	24, 23,	This statement is specifically in the Highway chapter and is meant to emphasize that the roadway system needs to accommodate multiple modes.
c 34	Strategy 13e - Transit Safety and Security should address both vehicles and transit stops.	24	The phrase "on vehicles and at transit facilities" will be added to this strategy.
c 35	Strategy 15b -Transitway selection criteria should include connections to the regional system and extension of services to un-served areas.	24,	Connections to the regional system are a key component to the ridership potential and may reduce implementation costs and is considered as part of these criteria. New service to unserved areas will be determined by analysis and may result in a lower cost transit alternative such as bus service.
c 36	Strategy 15d should also reference bicycles.	24,	The strategy does include a reference to bicycle facilities.

Transportation Policy Plan Comments and Proposed Responses

Category: Policies and Strategies

Category	Comment	Commentors	Response
c 37	Strategy 14c should say that we support a transparent planning process similar to the stakeholder process used by Metro Transit sector redesigns.	23,	This strategy requires transit service providers to prepare a short term service improvement plan that identifies priorities for expansion. The process used by each transit provider to identify priorities should include the involvement of stakeholders, and the strategy will be modified to include this language.
c 38	Policy 13e should include safety around transit centers and stops and expansion of the transit police.	37,	The phrase "on vehicles and at transit facilities" will be added to this strategy.
c 39	Strategy 15a should include the idea that there are multiple markets within a given corridor – end to end, limited stop, local, etc.	37,	Strategy 15 is meant to identify the types of modes that are included and used on regional transitways and is not meant to address the various markets that these modes may serve.
c 40	Strategy 16c should include snow removal as an access to stations issue.	37,	Language will be added to include a reference to snow removal.
c 41	Strategy 9a references "local units" but not transit authorities.	43	This highway policy references those with jurisdiction over roads as well as the Council, who is the MPO. Transit authorities would be consulted but are not responsible for roadway planning.
c 42	Strategy 9b - Add transit authorities to list of partners.	43	Transit Authorities will be added.
c 43	Strategy 1a says Council will identify transportation resources currently available. Where do they do that?	23,	It is in the tables in Chapters 6 & 7 as well as discussed in Chapter 3.
c 44	Strategy 6a More effort is needed to increase public involvement.	23	The Council has an adopted Public Participation Plan that specifies multiple means of engaging the public on transportation issues.
c 46	Strategy 2d should say Council should "require", not "encourage", bike and pedestrian facilities on roads.		The Council does not have authority to "require" cities and counties to do anything on roads other than principal arterials.
c 47	Add telecommuting as a TDM measure to strategy 3d.	37,	This will be added to strategy 3d.
c48	Examine tax implications of structured parking as part of strategy 3e.	37,	This can be studied as part of strategy 3e without changing the wording of the strategy.

Transportation Policy Plan Comments and Proposed Responses

Category: Transit

Category	Comment	Commentors	Response
d 1	Show Red Rock in the plan as something other than an express bus corridor.	52, 13, 42, 41, 7, 36, 38, 29,	Language will be added to the Summary of Transitway Recommendations and the Transitway map will be changed to recognize this.
d 2	East Metro not adequately prioritized.	52,13, 80, 84, 22, 23	The transit plan includes recommendations to develop the I-94E, Rush Line, TH 36/NE and I-35W N/TH 65/BNSF corridors as LRT/Busway/BRT/Commuter Rail after the most appropriate mode and alignment is determined.
d 3	Plan needs geographic balance.	52, 42, 81, 86	In addition to corridors that are complete, in construction, design, or engineering, the plan includes recommendations to study eight corridors throughout the metropolitan region including I-94E, Rush Line, I-35W/TH65/MNSF, TH 36/NE, Southwest, Bottineau and Red Rock corridors. These corridors are spread throughout the region and when combined with existing Express Bus with Transit Advantages transitways, the region is well covered. In addition, "regional balance" has been added as a criteria for transitway selection under Strategy 15b.
d 4	St. Paul Union Depot not adequately recognized as transit hub.	52, 7, 22, 102	Language will be revised to recognize Union Depot as a planned transit center/intermodal hub. It also will be added to maps 7-20 and 7-21.
d 5	Rush Line not adequately prioritized.	52, 42, 23	Rush Line is now shown on the Transitway Map as a corridor to be studied and developed as LRT/Busway/BRT/Commuter Rail after the appropriate mode and alignment is determined. Currently, an Alternatives Analysis is underway.
d 6	Need a more aggressive plan for transit.	52, 7, 6, 76, 72, 82,	The TPP already proposes an aggressive expansion plan for transit. The Transitway Map and Summary of Transitway Recommendations has been rewritten to clarify that there are eight corridors that should be studied for mode and alignment and then developed by 2030 as LRT/Busway/BRT/Commuter Rail, after the appropriate mode and alignment is determined.

Transportation Policy Plan Comments and Proposed Responses

Category: Transit

Category	Comment	Commentors	Response
d 7	TPP lacks transit vision.	52, 42, 19, 6, 63, 80, 81, 84, 86, 40	The TPP proposes doubling ridership from 2003 to 2030. It also lays out the strategies for achieving this goal, including expanding the bus system, and building a significant network of bus and rail transitways.
d 8	Plan is not aggressive enough on its implementation timeline for transitways.	52, 41, 7, 6, 24, 45	The plan assumes that one transitway will receive federal New Starts construction funding at a time. Language will be added to clarify that this timeline may be revised if it is possible to receive federal funding for more than one project concurrently. In addition, transitways that are not receiving New Starts federal funding may move forward concurrently.
d 9	Not enough focus on transit arterial bus network.	72, 23, 37	Expansion of the arterial bus network is detailed in Map 7-21. The arterial bus network is a key component of the bus system and many of these corridors are identified as being studied and developed as Arterial Street BRT corridors by 2030.
d 10	I-94 Corridor not recognized adequately.	52, 42, 7, 101	The I-94 corridor east of downtown Minneapolis and downtown St Paul is recommended for development as LRT/Busway/BRT/Commuter Rail after the appropriate mode and alignment is determined.
d 11	Northeast Diagonal not recognized adequately.	52, 85, 35,	The Northeast Diagonal was studied in 2004 and found that no further work was warranted. The plan recommends that the broader TH 36 NE Corridor be developed as LRT/Busway/BRT/Commuter Rail after the appropriate mode and alignment is determined.
d 12	Robert St. Corridor not recognized adequately.	52, 7, 79	The Robert Street Corridor was studied in 2007 and this is noted. Robert Street is recommended for study as an Arterial Street BRT in the Summary of Transitway Recommendations and on the Transitway Map.

Transportation Policy Plan Comments and Proposed Responses

Category: Transit

Category	Comment	Commentors	Response
d 13	More detail should be provided for the scope of transit funding shortfalls.	52, 4, 63, 39,	A discussion of funding is in the Finance Chapter which identifies a short term deficit in transit operating funding and also notes that if MVST does not recover and grow at a rate of 3-5% annually, that funding will not allow for maintaining the current bus system. The short term funding shortfall can change significantly based upon the most current MVST forecast.
d 14	The transit taxing district boundaries should include the full seven counties.	7	The Council recognizes that transit services are used by residents outside the TTD and seven county area. The Council is committed to continuing a dialogue with communities, stakeholders, the Legislature and Governor with issues pertaining to the TTD.
d 15	Intercity Passenger Rail is not represented (high speed rail).	52, 13, 42, 7, 6, 17, 83, 22, 101	Language will be added to clarify that the Metropolitan Council supports intercity passenger rail. Planning for intercity rail is the responsibility of MnDOT as it extends outside of the seven county area. The Metropolitan Council will need to plan for the terminals for the passenger rail and also the implications for other parts of the transit system.
d 16	Dial-a-ride service should be a regional responsibility.	42, 41,	Chapter 12 Work Plan includes a Community Based Transit study that the Council is currently conducting. These transit programs will be reviewed during 2009 and recommendations for program changes proposed.
d 17	Plan does not demonstrate how transit alternatives can mitigate congestion particularly if where no alternatives are planned.	42,	The plan includes a map 5-6 showing Freeway Transit Passengers and Highway Throughput that indicates the impact transit can have on freeway capacity. During the peak hour transit is already carrying the equivalent of 1-2 lanes or more of traffic in many locations.
d 18	There is a lack of vision on bringing transit bodies into a cohesive vision for the region.	42, 41, 17, 18, 58	Strategy 15f emphasizes the need to coordinate with CTIB, counties, local units of government and transit providers in the planning and implementation of transitways. The word "planning" will be added to this strategy.
d 19	Transit plan needs to reflect all of the economic impacts of the transit system.	3, 72	The economic impacts of the transit system are discussed in Chapter 4, Land Use.

Transportation Policy Plan Comments and Proposed Responses

Category: Transit

Category	Comment	Commentors	Response
d 20	Transit funding is inadequate for identified needs, there are a lack of funding alternatives put forward and the Metropolitan Council needs to be an advocate for additional resources.	3, 4, 7, 6, 11, 2, 17, 18, 66, 69, 82, 39, 24, 30, 43, 23, 37, 43	The TPP lays out the long-range need for additional transit funding. The Council supports obtaining additional resources to meet these needs and has sought funding to meet the plan goals.
d 21	Focus on radial transit system and LRT application is wrong.	5, 76, 81, 86, 90	For LRT to function successfully, it needs to serve very large employment centers. Downtown Minneapolis and St. Paul, are the largest employment centers in the region. They are also very transit-accessible, with a large number of jobs within walking distance. Demand for cross-region service is lower than to the downtowns and is more cost effectively provided with buses than LRT.
d 22	TPP should identify the Southwest Transitway as the next LRT facility for the region.	12, 48, 57, 15, 39, 23	Project development paths are long and may encounter unexpected conditions that impact project implementation. Because of this it is difficult to determine which projects will move swiftly and which will encounter delays. Southwest is the farthest along the project development path.
d 23	Regional transit authorities should be able to own their own assets.	18, 69	No policy is included in the TPP that would preclude this.
d 24	Transit providers should be given a high priority for fuel resources in times of shortage.	18,	This was discussed in the development of the TPP but was rejected because at times of crisis, there may be other, more critical needs (like food distribution).
d 25	Does not sufficiently recognize needed improvements to regular route bus grid.	37,	Those improvements are shown on Figure 7-30.
d 26	LRT projects should be evaluated on more criteria than just density.	63, 67	LRT projects are proposed to be evaluated on a number of criteria as outlined in Strategy 15b, such as mobility improvements, operating efficiency and effectiveness, environmental impacts, economic development impacts and cost-effectiveness. Regional balance and ridership will be added as a criteria.
d 27	There should be more information about the plans for future transit centers.	24	The timing and development of transit centers will be dependent on both bus and rail service expansion. The Service Improvement Plan and the Council's six-year CIP will identify the specific timing and implementation.

Transportation Policy Plan Comments and Proposed Responses

Category: Transit

Category	Comment	Commentors	Response
d 28	More LRT needed in the region.	70, 86	The plan proposes completing Central Corridor and envisions implementing three additional LRT corridors; one by 2020, one begun and completed shortly after 2020 and a third completed by 2030 .
d 29	Extend Bottineau Transitway to Monticello (via I-94).	85,	It is expected that the Northstar Commuter Rail will provide transit options for longer trips to areas like Monticello. Commuter rail provides a much faster option for this distance than light rail.
d 30	Dial-a-ride service should not be a regional responsibility.	86,	Chapter 12 Work Plan identifies a Community Based Transit study that the Council is currently conducting. These transit programs will be reviewed during 2009 and recommendations for program changes proposed.
d 31	Indicate that one of the Southwest Transitway alternatives produces higher estimated ridership than the other alternatives.	48,	Southwest LRT is currently under study for LRT. The TPP does not prejudge which alternative will be selected and ridership, cost and other factors will be considered in the planning process.
d 32	Transit and rail projects need specific completion dates.	24	At this point, studies are not far enough along to provide completion dates beyond the Central LRT and Northstar Commuter Rail projects.
d 33	Expansion of dial-a-ride is not consistent with low cost, high/benefit strategy.	51	The low-cost/high benefit strategy is targeted at the highway system. Transit recognizes that there are different markets and land use types. Transit service must be matched to customers and land use. Dial-a-ride service provides a safety net for persons with no other means of transportation in lower density areas.
d 34	Plan reflects increased Metro Council control over transit providers- need some flexibility.	51	The plan calls for the production of a Regional Service Improvement Plan and Fleet Policy to assure that all transit riders and providers in the region are treated equitably using state/regional funding, while giving flexibility to implement services tailored to the local needs.

Transportation Policy Plan Comments and Proposed Responses

Category: Transit

Category	Comment	Commentors	Response
d 35	The Metropolitan Council should commit to more hybrid buses.	29	Hybrid buses are appropriate for certain routes. The Council will consider purchasing hybrid buses for appropriate routes as buses are replaced. This is addressed in Council operating policies, a more appropriate venue than the long-range transit plan.
d 36	Review commuter rail viability in 2010, not 2012.	29, 6	Language will be revised to include reviewing the viability of commuter rail in 2010.
d 37	Support NE Diagonal, add to "NE Diagonal" TH 36 on p. 41.	35	The revised Summary of Transitway Recommendations includes the TH 36/NE corridor as a corridor to be studied and developed as a LRT/Busway/BRT/Commuter Rail corridor after the appropriate mode and alignment is determined.
d 38	Identify all 28 transit corridors studied in TMS in an appendix so they do not get "lost" .	35	The 2030 Transit Master Study has been published as a separate study to preserve this work.
d 39	The I-494/American Boulevard transtway should not be limited to arterial BRT but should be studied for mode and alignment.	30, 45	This corridor was included in the 2030 Transit Master Study and ridership was not large enough to warrant a more aggressive alternative.
d 40	Add Normandale Lakes transit center.	30, 45	This is not a planned Transit Center.
d 41	Include a Transitway on the US 169 Corridor.	39, 57, 40	The TH 169 corridor was not a corridor that was modeled for its potential for rail improvements as part of the Transit Master Study in 2007. The Council recently agreed to model this corridor and will analyze the results and propose any necessary changes warranted as part of the 2010 TPP amendment. Potential managed lanes in the region, including this corridor, will be analyzed as part of the highway vision.
d 42	Need to define busways more clearly.	6	An extensive discussion of bus rapid transit, which includes busways, is included in the plan.
d 43	The discussion of complexity in transit governance ignores the benefits of having many voices involved in discussions.	25, 42, 45	This issue will be redrafted to reflect that complexity may result in more inclusiveness and better results.
d 44	The 1% a year regional transit capital growth assumption does not seem appropriate given demand for transit.	6, 42, 52	Under the fiscally constrained requirements of the plan, revenues must be projected at what can reasonably be expected to be received. The Council chooses to limit the growth to 1% to keep local property tax levies steady.

Transportation Policy Plan Comments and Proposed Responses

Category: Transit

Category	Comment	Commentors	Response
d 45	The plan does not accurately reflect progress on corridors to date.	6	Language discussing progress on corridors will be revised.
d 46	Add bus shoulder segments to bus shoulder map.	42	Identified segments have been reviewed by MnDOT. Several will be added to the bus shoulder map, while several other segments were found not to have high enough congestion levels by 2030 to warrant bus shoulders.
d 47	Why do state bond contributions stay level while state contributions to rail projects decreases to 10% due to the addition of CTIB money?	6	In this plan, state bonds are assumed at the same level as previously received. State contributions to rail projects decrease based on the agreed upon split of funding between CTIB (30%), local units (10%), the federal government (50%) and the state (10%) for New Starts projects. Transitway projects that do not receive federal funding may have a higher state share.
d 48	Add I-494 from Woodbury to Bloomington to corridors to study for mode and alignment.	42	This was studied as part of the 2030 Transit Master Study. Ridership was not high enough to warrant additional analysis for mode and alignment.
d 49	Red Rock should be recognized as having completed an AA.	42	This language will be included in the plan.
d 50	The TPP should recognize that Rush Line completed a Commuter Bus feasibility study in 2007.	42	Language will be added to recognize the completion of this study.
d 51	The role of CTIB should be recognized within the transit chapter.	41,23	An extensive discussion of CTIB is included in the Finance Chapter. Also revisions will be made to the Transit Plan Implementation Costs section to recognize the critical role of CTIB funds in developing transitways.
d 52	Transit chapter should discuss the connection between transit and land use.	41	This is discussed extensively in the Transportation and Land Use chapter.

Transportation Policy Plan Comments and Proposed Responses

Category: Transit

Category	Comment	Commentors	Response
d 53	The transit chapter should include more detail on transit facilities and vehicles needed, including maintenance facilities, multi-modal stations, bike and pedestrian facilities and rolling stock.	41	Map 7-20 shows potential local bus routes, Map 7-21 shows the Potential 2030 Arterial network and Map 7-22 shows Potential 2030 Express Bus routes. All three maps show potential transit facilities, including multi-modal stations. Map 7-23 shows park and ride locations. Maintenance facility locations have not been mapped because they will be determined on a case by case basis. Rolling stock needs have been accounted for in the costs but specific counts have been excluded because the type of vehicle will be determined as routes are expanded.
d 54	The Transit chapter should talk about how the Council is becoming more sustainable in its practices. Fuel, building materials, and how they reduce costs.	41	The plan discusses alternative fuels and hybrid vehicles. Building materials are outside the scope of this plan but are included in Council projects as a matter of course.
d 55	LRT doesn't operate exclusively in its own right-of-way.	24	The language discussing LRT will be revised to clarify this issue.
d 56	Commuter rail lines may have stops more than five miles apart and may have mid-day service.	24	The language states that "typically" stops are five miles apart and primarily serve peak period commuters. Some lines may vary from this service standard.
d 57	Include the Commuter Rail Multi-modal station in the discussion.	24	Language will be added to mention both the Union Depot and the Minneapolis Intermodal Station as planned intermodal hubs.
d 58	The Council should explore fare technologies that could be used for other transportation purposes like parking.	24	Specific fare technologies are outside of the scope of the plan.
d 59	Metro Transit's high frequency network should be identified in the plan as a fifth type of regular route bus routes.	24	Metro Transit's High Frequency Network is not a separate type of route; it is a subset of the arterial route network where demand warrants frequent service.
d 60	The plan does not say that the major source of transit ridership in the region is the local bus network in Minneapolis but implies that all the ridership growth will come from express service.	24	Expansion of the arterial network, focused on the core cities, is a key part of the proposed ridership growth. Map 7-20 and Map 7-21 show the local and arterial routes that would be expanded or enhanced under this plan. The bus network will carry an additional 20 million rides plus millions of rides gained from implementing BRT on arterial streets.

Transportation Policy Plan Comments and Proposed Responses

Category: Transit

Category	Comment	Commentors	Response
d 61	The plan should show more information about transit centers.	24	Maps 7-20 and 7-21 show current and planned new transit centers.
d 62	The plan should more strongly support the development of intercity rail.	24, 37, 101	The Metropolitan Council supports the establishment of intercity rail as a way of connecting the Twin Cities with other regions and enhancing the region's economy. Language will be added to clarify this.
d 63	The controls that the Council proposes to place on the opt outs through the TPP create inefficiencies and reduce innovation.	39, 4, 69, 18	Policy 14, Transit System Operations and Management, provides regional guidance and equity in the provision of transit services while giving flexibility for implementation of services at the local level.
d 64	CTIB member counties would like to participate in the development of standards for transit stations.	7	Strategy 14f will be revised to include facilities, so that a regional fleet and facilities policy will be developed, in consultation with CTIB and regional providers.
d 65	Statement that BRT is never complete is not correct.	24	BRT discussion will be revised to clarify this issue.
d 66	Clarify that Midtown should be studied after the Southwest alignment is determined.	24	The discussion of Midtown will be revised to clarify this.
d 67	The Streetcar discussion should recognize the benefits of streetcars for transit riders as well as for development.	24, 37, 100	The discussion of streetcars will be revised to recognize the benefits of streetcars.
d 68	Throughout the Plan, the Council should set goals and strategies to meet them. Whether these goals are for mode share, greenhouse gas emissions or congestion reduction they should be specifically stated and supported with strategies.	24, 23	The Plan sets goals for doubling ridership and for establishing a network of transitways, both of which are supported by the strategies included in the plan. In addition, benchmarks are included in the Regional Framework for key transportation measures.
d 69	Red Rock, Rush Line and Robert Street, I-94E and the Northeast Diagonal should be listed as having potential for rail.	52	Under the revised Summary of Transitway Recommendations, Rush Line, Red Rock and I-94E are listed as corridors to be studied and developed as LRT/Busway/BRT/Commuter Rail after the appropriate mode and alignment is determined. Robert Street corridor has been studied and found not appropriate for rail between now and 2030. Robert Street is listed as a corridor to be studied and developed as Arterial Street BRT.

Transportation Policy Plan Comments and Proposed Responses

Category: Transit

Category	Comment	Commentors	Response
d 70	The federal cost-effectiveness index (CEI) should not be relied upon to determine which corridors receive investment.	52	Strategy 15b states that transitway investment decisions will be based on factors such as mobility improvements, operating efficiency and effectiveness, environmental impacts, economic development impacts and cost effectiveness. The CEI is not a criteria. Regional balance and ridership will be added as criteria.
d 71	Add BRT on I-694/I-494.	5,	This was studied as part of the 2030 Transit Master Study and found not to have enough demand to warrant intensive investments. This was, in part, because of the existing land use and resulting difficulty of getting riders to their final destination after they got off I-494/694.
d 72	Funding for opt outs to implement this plan is inadequate.	4, 18, 40	The plan estimates costs for the various elements of the plan. How funds are allocated to the various programs in the region will be determined as expansions are undertaken. The regional service improvement plan will guide service expansions.
d 73	It is problematic that CTIB money can be used for only 50% of a transitway.	58	CTIB funding is assumed at 30% for New Starts projects. Other transitways may receive any amount that CTIB chooses to allocate.
d 74	Identify the \$30.8 M that CTIB is providing for the 2009 transit budget.	6, 52	The CTIB operating contribution was a one-time appropriation for FY09 to alleviate deficits in all regional transit services including Metro Transit bus and Hiawatha rail, Metro Mobility, Suburban Transit Providers, contracted transit services and Northstar rail start-up costs. Wording will be added in the Finance Chapter of the TPP to note this important contribution.
d 75	MVST revenue assumptions are too optimistic.	6	The Finance Chapter discusses in depth the MVST assumptions and that they are based on the most current state revenue forecast. The Council uses these forecasts rather than developing separate forecasts. A footnote on the most recent MVST forecast will be added

Transportation Policy Plan Comments and Proposed Responses

Category: Transit

Category	Comment	Commentors	Response
d 76	The plan should recognize the role of all partners and the progress made on transitway development by the counties.	41	This plan assumes that implementation of this plan is through collaboration among a wide number of entities. This is discussed in Strategy 15f which states that the Council will coordinate transitway implementation with other jurisdictions including MnDOT, Counties Transit Improvement Board, regional rail authorities, local units of government, and transit providers.
d 77	If dial-a-ride programs do not grow, what programs are projected to grow to meet transit demand in developing areas?	41	The Dial-a-Ride Services section will be revised to clarify that regular route service is expected to expand as the region expands, meeting demand in developing areas.
d 78	The TPP should identify how the Council will work with local units to study transit needs and roadway improvements and sources of funding.	41	Because this is a long-range planning document, specific mechanisms for public participation are not detailed in the document. The Council does have other documents, such as the Public Participation Plan, which lay out how the Council will work with its partners.
d 79	Where will funds come from to expand dial-a-ride services as the number of persons above age 75 continues to grow and the overall population in the region expands.	43	It is expected that regular route express service will expand as the region becomes larger, mitigating demand for dial-a-ride service.
d 80	There should be a discussion that the transit plan rests on the assumptions that existing federal programs will continue in their current form despite discussions that the new federal funding bill may radically change federal transit programs.	26	A discussion of federal funding is included in the Finance Chapter. Also revisions will be made to the Transit Plan Implementation Costs section to reflect this issue.
d 81	The current number of park and ride spaces in ramps, the capital cost and the funding sources for each should be listed.	23	The Council maintains a database with the capacity and usage of each park and ride facility. This information is updated each year as part of the annual park and ride survey.
d 82	Guidelines for capital facilities development should be provided.	23	Strategy 14f will be revised to include facilities, so that a regional fleet and facilities policy will be developed, in consultation with CTIB and regional providers.
d 83	Provide a total on Table 7-44.	23	Table 7-44 shows Costs and Sources to fund those costs. The total is the Costs.

Transportation Policy Plan Comments and Proposed Responses

Category: Transit

Category	Comment	Commentors	Response
d 84	A comparison with peer regions' rail transit investments should be made.	23	Peer region comparisons, including rail, are included in the 2007 Twin Cities Transit System Performance Evaluation which is updated bi-annually.
d 85	Extensions of transit to exurban areas should be carefully considered so they do not encourage sprawl and atrophy the core.	37	The Council feels that the TPP strikes this important balance.
d 86	The discussion of land use and transit should discuss the notion of "jobs/housing match."	37	An extensive discussion of this issue is included in Chapter 4 Land Use and Transportation
d 87	The TPP should explore the concept of consolidation of transit planning and service development.	37	The regional service improvement plan will consolidate regional transit planning and service development.
d 88	Transit Market 1 should have a minimum of 30 minutes or better in the peak hours.	37	No change recommended.
d 89	Add Union Depot to arterial and local maps.	37	Change will be made to maps 7-20 and 7-21 to show Union Depot as a planned Transit Center.
d 90	Arterial network should include Lexington, Hamline/Victoria and Franklin.	37	The maps for bus network expansions are preliminary. These recommendations will be considered when expansions of the bus network are actually made.
d 91	Label Snelling Arterial BRT as "Snelling/Ford Parkway".	37	This change will be made.
d 92	Operating costs should be identified before capital investments are committed to.	40	Strategy 15h supports this concern stating that transitway infrastructure investments will not occur unless operating funds have been identified.
d 93	The plan should include only LRT options for Southwest.	6	At this time, three alternative LRT alignments are under consideration. This will be reflected in the plan.
d 94	Definition of transitway should be the same as CTIB	23	The Council's definition of transitways includes LRT, BRT (including busways), commuter rail and express bus corridors with transit advantages. CTIB can choose to use this definition or may use one that is narrower in scope.

Transportation Policy Plan Comments and Proposed Responses

Category: Transit

Category	Comment	Commentors	Response
d 95	Appendix H- Transit Performance Standards need to be comprehensive including actual costs, market analysis, and service beyond congested corridors.	69,	Appendix H contains three primary sections: Transit Market Areas, Transit Service Design Standards and Transit Performance Standards. The market areas are meant to suggest the most appropriate service type for a given geographic area. The design standards give a consistent set of design standards to insure regional consistency. The performance standards are used to evaluate relative productivity and efficiency of the specific service provided. Performance Standards vary with service type. Two key measurements are subsidy per passenger and passengers per in-service hour.

Transportation Policy Plan Comments and Proposed Responses

Category: Highway

Category	Comment	Commentors	Response
e 1	Highway 610 is not adequately prioritized.	9, 6, 73 49, 50, 47, 46, 44, 31, 98, 99,	Due to the need to produce a fiscally constrained plan, the major expansion projects that were in the 2004 TPP will be reassessed . TH 610 is unique since it is an unfinished principal arterial. There are funds in the 2009-2012 TIP that can and should be used for work between TH 169 and CR 30. A change has been made to show the \$42.275 million allocated to TH 610. Most of this money will be spent on the section from TH 169 to CR 130.
e 2	The TPP lacks highway vision.	42, 6, 63, 73, 74, 78, 80, 81, 39, 22, 25, 27, 57, 39, 26, 40	The Highway Chapter will be significantly rewritten to note a new vision that includes increased emphasis on more low cost/high benefit projects throughout the region and providing alternatives to congested travel such as bus only shoulders or priced managed lanes, but will also include capacity expansion where no other solution will work. This vision will be better defined as work on the CMP and project reassessing takes place. The projects that can be funded will then be incorporated into the 2010 TPP.
e 3	The discussion of congestion growth on principal arterials does not address the additional pressure on county and city systems.	42, 25, 51, 43, 90, 37	The map of congested principal arterials represents only one element of the regional highway system. Clearly, if all these principal arterials are congested, affected individuals will use alternative routes which will become or may already be congested. Additional language will be added to the text to recognize this issue.
e 4	Various organizations want to participate in the SOS study.	42, 57, 43	The SOS iwill be renamed the Metropolitan Highway System Investment Strategy (MHSIS) and will involve representatives of all the regional partners either through the TAC/TAB membership or advisory committees.
e 5	The highway project re-scoping needs to be done carefully.	42,	This is a difficult task and it must be done in an open and fair manner so all areas of the region are treated equitably. MnDOT has begun this process for some projects and this concern will be made known to the Metro District Office.

Transportation Policy Plan Comments and Proposed Responses

Category: Highway

Category	Comment	Commentors	Response
e 6	The Highway 36 Bridge should not be rescoped.	42,	The plan calls for all major projects to be reassessed. The Council recognizes that the project development process for some of the projects has incorporated various project features that are key to the agreed upon designs. In the case of the Tier I bridges, these features will be carefully considered before any changes are suggested.
e 7	Highway preservation is supported as the primary highway investment.	41, 3, 4, 6, 11, 23	The Council and MnDOT have recognized the importance of preserving existing investments since at least 1988. This plan does the same but this does not mean all available funds are first spent on preservation. There must be a balance where preservation, management and improved safety and mobility are weighted against one another as investment decisions are made. Clearly there needs to be sufficient investments in preservation so the full design lives of highways are reached. Policy 10 and Strategy 10b will be reworded to address this concern.
e 8	Support low-cost/high-benefit projects to mitigate congestion.	41, 78, 86, 24,	These projects are and will be a key feature of the highway vision for the region. No change needed.
e 9	TPP should include support for planning for next generation of Principal Arterial roadways.	41, 3, 8, 4, 6, 11, 72, 27, 39, 90, 40	The revised Highway Chapter will put added emphasis on the need for additional principal arterials as an "emerging issue". The plan recommended adding TH 55 and TH 101 as principal arterials. Appendix D will be changed to support adding principal arterials in the developing area of the region.
e 10	TPP needs additional clarity on the roles of local governmental units as they relate to identifying and prioritizing transportation needs.	41, 4, 7, 57, 15, 43	Local and county governments are represented in the day-to-day workings of the Council by membership on the TAC and TAB. In addition, the Council works closely with individual cities and counties on project planning and development. The entire decision making process of the Council is open to input of cities, counties and all other affected groups and individuals.

Transportation Policy Plan Comments and Proposed Responses

Category: Highway

Category	Comment	Commentors	Response
e 11	Lowering VMT must be reflected in the plan adequately.	3, 23	The Council has and will continue to support land uses that allow for less auto travel and to make alternative modes available and attractive. These strategies can help to reduce individual or family VMT.
e 12	Bridge projects are not included in re-scoped roads projects but they should be or else they are expansion projects.	3, 10, 2, 73, 30, 45, 23,	The plan calls for rescoping the four major Tier I bridge reconstruction or replacement. If other Tier I or II bridges are within the project limits of the major expansion projects, they should also be rescoped. In all other cases, if the bridge becomes an expansion project (see glossary for the definition of "expansion"), the project development process needs to be carried out in a manner that supports the new emphasis of this plan to seek low cost/high benefit projects, measured by person throughput instead of traditional level of service.
e 13	Evaluate revenue potential of congestion.	70,	The Council and MnDOT have worked together on the issue of congestion pricing including its revenue raising potential. While congestion pricing produces revenue, it will not generate more than the added cost of the highway project, maintenance and operations. In addition, the region has supported using some of these revenues to support transit.
e 14	Support Expansion on 494 between hwy 55 and I-94.	73, 51, 45,	The plan has called for reassessing the major expansion projects since there are not sufficient funds to build these projects. The MHSIS and the 2010 TPP will reflect the region's long-term vision, priorities and financial capability to expand the highway system.
e 15	Road projects need geographic balance.	73,	One of the key advantages of the low-cost/high-benefit projects is that more projects can be implemented, spreading benefits to more parts of the region.

Transportation Policy Plan Comments and Proposed Responses

Category: Highway

Category	Comment	Commentors	Response
e 16	Highway projects should not be delayed for years.	82, 57	The Council's intent is to spend all available highway funds as quickly as they become available on projects that reflect the region's long-term vision and priorities. All the available Federal and State funds for the next four years are recorded in the 2009-2012 TIP. The recommended studies and the TPP 2010 amendment will provide the region's plan to spend funds through 2030.
e 17	Plan needs more highway investment.	78, 22, 25, 39,	The plan notes the need for additional resources for highways. One important reason to reassess major projects and to develop the regional vision for the highway system is to articulate the resource needs.
e 18	The expansion of I-694 is supported.	46, 44, 35	The plan has called for reassessing the major expansion projects since there are not sufficient funds to build these projects. The MHSIS and the 2010 TPP will reflect the region's long-term vision, priorities and financial capability to expand the highway system.
e 19	Ramps on Hwy 101 should be extended to reduce congestion on I-94.	32,	Modification of the TH 101 and I-94 interchange is included in the list of low cost/high benefit Phase 1 Congestion Management projects. The region has allocated federal funds for this project which are in the TIP.
e 20	Improvement of TH 61 between Innovation Road and Hastings is supported.	36,	The Council has recommended three studies that will attempt to further define a vision for the region's principal arterial system. This would be the appropriate process to determine what improvements should be made to TH 61 in the future.
e 21	A new river crossing between Washington and Dakota Counties at Cottage Grove is supported.	36,	The highway plan has identified the need for future river crossings as an emerging issue. The recommended studies will examine these needs.
e 22	A river crossing at TH41 is supported.	27, 57, 39, 40	The highway plan has identified the need for future river crossings as an emerging issue. The recommended studies will examine these needs.

Transportation Policy Plan Comments and Proposed Responses

Category: Highway

Category	Comment	Commentors	Response
e 23	The new TH 169 expansion projects and 169/494 Interchange reconstruction are supported.	57, 39, 51, 30, 45, 90,	The plan has called for reassessing the major expansion projects such as I-494/TH 169 interchange reconstruction since there are not sufficient funds to build all these projects. The MHSIS and the 2010 TPP will reflect the region's long-term vision, priorities and financial capability to expand the highway system.
e 24	Definitions of expansion, preservation, and bridge preservation are needed.	15,	The definitions of some of these terms will be provided in the glossary (Appendix A) but the responder should use Mn/DOT's web site for additional detail since these are complex topics that cannot be fully explained in a definition.
e 25	The TH 100 expansion project from West 36th to Cedar Lake Road is supported.	15,	The plan has called for reassessing the major expansion projects that were included in the 2004 TPP since there are not sufficient funds to build all these projects at this time. The MHSIS and the 2010 TPP will reflect the region's long-term vision, priorities and financial capability to expand the highway system. The plan does include funding bridge replacements on this road.
e 26	The region should use more toll lanes to manage congestion.	86, 23	The plan calls for use of pricing as one of the strategies that provide an alternative to congestion. The MHSIS will evaluate where the application may be appropriate. No change recommended.
e 27	The change of TH 55 to a principal arterial is supported.	55,56,51	No response needed
e 28	There is concern TH 55 is not recommended for expansion.	51	The Council has recommended three studies that will attempt to further define a vision for the region's principal arterial system. This would be the appropriate process to determine what improvements should be made to TH 55 in the future.
e 30	Person throughput needs to have LOS correlation, retain LOS also.	51, 40	The use of LOS for local streets, as well as regional highways, needs to be re-examined. The plan points out the futility of trying to "fix" congestion and that designing projects one at a time with this assumption has serious flaws.

Transportation Policy Plan Comments and Proposed Responses

Category: Highway

Category	Comment	Commentors	Response
e 31	Plan should recognize significant portion of A minors are under local govt jurisdiction.	51	This is acknowledged in Appendix D but reference in Chap. 6 will be changed to acknowledge this.
e 32	Highway preservation is supported but not exclusively, should also include a limited portion of all investment categories.	35, 30	This is the intent of the plan. The recommended studies are intended to help define the regional investment priorities within 20 years and beyond. The wording of Policy 10 and Strategy 10b will be reworded to address this concern
e 33	Add interchange at 35E/TH 96 to the plan.	35	This project is included in the 2009-2012 TIP.
e 34	Reclassify Bald Eagle, Labore, White Bear Pky. into A Minor Arterials.	35	The city or county should request these minor arterial designations from TAC/TAB.
e 35	The third lane should be added on I-35E from CR E to TH 96.	35	The Council has recommended three studies that will attempt to further define a vision for the region's principal arterial system. This would be the appropriate process to determine what improvements should be made to I-35E in the future.
e 36	Reinstate the upgrade of I-35E in St Paul.	35	The plan has called for reassessing the major expansion projects that were in the 2004 TPP since there are not sufficient funds to build these projects. The MHSIS and the 2010 TPP will reflect the regions long-term vision, priorities and financial capability to expand the highway system.
e 37	Low cost high benefit projects should not have an arbitrary \$30 million cost limit when the major projects are rescoped.	30,45	This restriction will be removed.
e 38	TPP should identify SOS community involvement process.	30	The Highway Chapter revision will reduce the detail on the work plan recommended studies so as not to restrict what can or cannot be done at the time these studies are undertaken. The concern for community involvement is acknowledged.
e 39	Support rescoping of I-494/TH 169 Interchange and I-494/I-35W Interchange to lower cost projects.	30	No response necessary.
e 40	Advocate funding RALF through Metro Council property tax levy to accelerate road ROW acquisition.	30	RALF has always been funded by the Council levy.

Transportation Policy Plan Comments and Proposed Responses

Category: Highway

Category	Comment	Commentors	Response
e 41	So much emphasis on low cost high benefit projects puts region at risk of not being able to capture new fed money. Mn/DOT should have a few projects ready to respond to new funding opportunities.	45	The Highway Chapter revision will recognize the possibility of a Federal Economic Stimulus Bill that would focus on infrastructure and has attempted to build in flexibility to capture new funds. The Council will consider adding language to the final plan which will allow the region maximum flexibility to take advantage of any potential funding. The Council will list 11 major highway expansion projects beyond the fiscally constrained regional plan that could use these additional funds if they become available. The Council has worked with its partners to address the air quality conformity procedures so any one of these major projects from the 2005 Transportation Policy Plan could take advantage of additional federal funds.
e 42	Hwy chapter should add more about recent projects completed and include a graph of whether we are better or worse off, at least in certain corridors.	45	The project descriptions will be reviewed and, where needed, additional detail has been added. Each one of these projects improve safety and vehicle throughput through the the project limits. The nature of traffic is that it will gravitate to the shortest or quickest route, therefore, the added capacity of some projects is quickly filled. The recently completed Trunk Highway 100 lane add is a good example of increasing use due to decreased delay. This project benefitted a large number of people because their trip was quicker but the time savings have decreased due to the increased use at peak times. The construction slowing traffic on I-35W has contributed to this traffic shift.
e 43	There is still a place for some large scale road improvement in the plan.	90,45	The rewrite of the Highway Chapter will acknowledge a large capacity expansion project may be needed if other options cannot address the preservation, management, safety and mobility needs in the corridor.
e 44	Priority in constrained ROW should be mobility especially on minor arterials - mobility should have priority over non-motorized modes & streetscapes.	90	It is difficult to determine what the priority should be in the abstract on A Minor Arterials. The region supports mobility over other objectives. No change is needed.
e 45			

Transportation Policy Plan Comments and Proposed Responses

Category: Highway

Category	Comment	Commentors	Response
e 46	Reflect that the I-35W Bridge over the Mississippi River has opened in the fall of 2008	24	The appropriate changes will be made
e 47	Table 6-34: I-35W at Washington Avenue, project status says, "Will be addressed with new I-35W Bridge." Has this work been completed?	24	The I-35W Bridge addressed the issues the referenced project was intended to address. The table will note this change.
e 48	The focus of all highway improvement are almost 100% within the I-494/I-694 Beltway.	40	The selection criteria and study process resulted in this concentration. In Phase 2 of this work, many more projects will be identified and will be distributed throughout the region.
e 49	Scott County needs more principal arterials, at least one N-S and one E-W.	40	The revision to the plan will note the need for additional PAs to serve the urbanizing area of the region as an "emerging issue". The revision to Appendix D will also facilitate the planning for these highways.
e 50	Concern that appendices on functional class & access management will not get public review.	40	This document is available for public review. The changes, while important, are not extensive and are generally consistent with the long standing policy position of the Council for accommodating added growth. No change is required.
e 51	Regional Highway System map does not show TH 19 from New Prague to 169.	40	The TAB Functional Classification files show Hwy. 19 from New Prague west to Co. Rd. 3 as a B-Minor Arterial. From Co. Rd. 3 west, Hwy. 19 is classified as a local road. If the county wants to change these classifications, it should submit the request to the TAC/TAB. No change is required to TPP.
e 52	Previous plans acknowledge improvement of river crossing capacity, this plan does not & even says no regional/state \$ for ROW.	40	The revisions to the Highway Chapter will note that regional funds (RALF) can be used to protect the right-of-way for these future bridges.
e 53	Plan should look for opportunities to maximize throughput on existing bridges - low cost widenings (41, 101) & use 169 footings for HOT lane (orig. intended for LRT).	40	Low cost/high benefit projects will be studied over the next year and these ideas will be considered. No change is required.
e 54	Consider IRC & Freight connectors in SOS study.	40	The SOS (now MHSIS) as envisioned would consider all these topics. No change is required.

Transportation Policy Plan Comments and Proposed Responses

Category: Highway

Category	Comment	Commentors	Response
e 54a	Plan does not recognize personal values in choices about mobility, housing, lifestyle.	90	The plan attempts to portray a picture that these personal values are very important and should be considered. This is a major theme especially in the regional mobility, land use, highway and transit sections. The plan stresses the need to recognize that congestion will be with us forever and decisions about lifestyle, home location and travel options must take this into consideration. No change is required.
e 55	Need flexible & diverse approach in policies, plan & investments priorities. For example, we recognize the importance of all of the investment priorities currently articulated in the Draft TPP. We know that investments can and do address multiple needs. We also understand the importance of maintaining flexibility in our investment approach and positioning the region to take better advantage of any increases in funding which may occur, e.g., passage of an economic stimulus package focused on transportation.	59	The Highway Chapter revision will recognize the possibility of a Federal Economic Stimulus Bill that would focus on infrastructure and attempt to build in flexibility to capture new funds. The Council will consider adding language to the final plan which will allow the region maximum flexibility to take advantage of any potential funding. The Council will list 11 major highway expansion projects beyond the fiscally constrained regional plan that could use these additional funds if they become available. The Council has worked with its partners to address the air quality conformity procedures so any one of these major projects from the 2005 Transportation Policy Plan could take advantage of additional federal funds.
e 56	Chapter 152 is specific to bridges, not all elements system preservation.	59	The corrections will be made.
e 57	The plan references the intent to conduct a System Optimization Study (SOS). MnDOT would recommend that the SOS be discussed as a proposed activity and that the final direction on whether to proceed will be made by Metro Council and MnDOT leadership.	59	The Council will work closely with MnDOT to determine the work to be carried out, what will be covered, and how it will be conducted.
e 58	Wherever possible, round numbers since these are long-range planning estimates.	59	The revenue estimates and expenditures will be rounded where appropriate.
e 59	It is unclear whether the \$40 billion of highway capacity needed to meet unlimited demand over the next 25 years is in 2008 or 2004 dollars.	59	The costs are in 2005 dollars and the text will be changed accordingly.

Transportation Policy Plan Comments and Proposed Responses

Category: Highway

Category	Comment	Commentors	Response
e 60	Consider adding a discussion on the financial solvency of the Highway Trust fund.	59	The plan recognizes the potential insolvency of the Trust Fund. However, it is difficult to know or predict how Congress may react and the impacts any action or inaction may have. No change is needed.
e 61	Low cost/high benefit project study to be conducted in 2009 "by the Council" should read "by the Council and Mn/DOT".	59	This change will be made.
e 62	Region currently does not have person throughput data or an identified method of collecting it. As such, the plan should articulate this as a measure "yet to be developed" and noted as such throughout the plan. Strategy 3b.	59	An explanatory paragraph will be added noting additional research is needed on this performance measure.
e 63	Strategy 9a. Consider changing this to read "congestion will be managed to the fullest extent possible" (as opposed to mitigated).	59	Policy 11 notes the need to manage the highway system to optimize its performance. No change is needed.
e 64	Strategy 11f, pricing: In any discussion on pricing, it should be noted that pricing on existing lanes (like those on I-394) is presently viewed primarily as a congestion management tool than as a means to generate revenue.	59, 23	The strategy recognizes pricing as a congestion management tool and that it will raise some revenues. The understanding is that these revenues would not be a major revenue source. No change is needed.
e 65	Discussion regarding the re-examination of highway expansion projects should say "reassessment" rather than re-scoping.		This change will be made.
e 66	Recognize the impact inflation has on both original and reduced scope project cost estimates. Some project costs may appear to be the same as in years past, even if they were downsized and the inflation crept in to raise the cost up.		The Council does not dispute this statement, but it is difficult to know the extent of such downsizing since the generally used project descriptions do not change to reflect this detail and they are seldom documented for the broader regional audience. No change is needed.
e 67	Clarify difference between the Congestion Management Process required by Federal law and the Congestion Management Planning Study - Phase II.		Where these studies are referenced, consistent titles will be used. The Congestion Safety and Management Plan (CSMP) Phase II is one part of the Congestion Management Process (CMP) required by Federal law.

Transportation Policy Plan Comments and Proposed Responses

Category: Highway

Category	Comment	Commentors	Response
e 68	Current metering policy is less aggressive and this may have decreased previous transit advantages at certain HOV/ramp meter bypasses.		No change required.
e 69	Replace Preliminary Investment table.		The table will be changed.
e 70	References to three activities needed to develop a new fiscally constrained plan. Should be expanded to include a fourth activity which is the Congestion Management Planning Study-Phase II.		The congestion management process, which encompasses the Congestion and Safety Management Plan Phase II and the Regional Travel Demand Management Strategic Plan, are key elements of the 2010 Fiscally Constrained TPP. Changes will be made to clarify the different parts of this work.
e 71	Need more emphasis on safety, including highway expansion to reduce crashes.	26,	The plan supports highway safety in a number of ways. Strategy 9c, Reexamine Major Highway Expansion Projects, notes that critical elements of a project, including safety, need to be preserved in the reassessment. Policy 10 notes the region's first highway investment priority is the safe operation, preservation and maintenance of the Metropolitan Highway System. Policy 11 specifically calls out safety in Highway System Management and Improvements. The Council and MnDOT support preservation as the cornerstone of safety. The plan notes SAFETEA-LU elevated safety to a high priority core program. The plan meets federal funding guidance and supplements the federal funding with approximately \$300 million of state funds over the plan time frame.
e 72	Metro Council should be shown as the lead of the proposed joint MnDOT-Council "SOS" study.		Agreed. The MHSIS study will be led by the Council with participation from Mn/DOT.
e 73	Statement about Dayton/Ramsey river crossing is not correct - location has been determined	43	Mn/DOT has not agreed to a location and local units have not officially mapped the alignment. RALF money has only been spent for ROW along TH 10; not the road connecting TH 10 to a new bridge.
e 74	Shepard Road is mislabeled on Figure 6-2	37,	Shepard Road is correctly labeled as County Road 37. No change is needed.

Transportation Policy Plan Comments and Proposed Responses

Category: Highway

Category	Comment	Commentors	Response
e 75	Correct wording on Table 6-23- Hastings is currently a two lane bridge	23,	Corrections will be made.
e 76	Do not support widening of Hastings or Cayuga bridges or the construction of the new Stillwater bridge.	23,	These projects are funded per the legislative direction for bridge replacement and repair.
e 77	MnDot should consider adding or extending A-Minors to relieve pressure on trunk highways by using STP money	23,	Most trunk highways which are not principal arterials are A-Minor arterials and are often funded by STP money. No change is required.
e78	Add a strategy called: Strategy 3i Support the A Minor Arterial System.	37	The A Minor arterials are a key element of the regional highway system. The region has and continues to focus federal funds on improvements to these highways through the Regional Solicitation; approximately \$30 million per year to A Minors in the past two Solicitations. While more funds could be used for these highways, like all roadways in the region, the assumption throughout the plan is that similar funding levels will continue. No change is required.

Transportation Policy Plan Comments and Proposed Responses

Category: Freight

Category	Comment	Commentors	Response
f 1	Support the Freight component of the TPP.	42,	No response needed
f 2	Not enough focus on waterway freight system.	61, 33,	Water is noted under the existing system and will be further examined in upcoming Metro Freight Study.
f 3	Freight Impacts on neighborhoods need additional emphasis. (Shoreham Yard).	14, 20, 28,	The Canadian Pacific/Soo Line facilities at Shoreham were first constructed in 1884 and actually had much higher freight traffic (and local impacts from traffic, noise and pollution) during the middle 20th century than today. The Soo Line was a major contributor to the growth of the Minneapolis milling industry, and the railroad jobs located at Shoreham were a significant reason the Northeast Minneapolis residential areas were settled. Railroad operations are under the specific and sole control of the USDOT, as interstate common carriers, not the Metropolitan Council. However, the issue of neighborhood incompatibility will be noted in the "issues" section of the freight chapter, and examined in the upcoming Metro Freight Study.
f 4	Support industries that are dependent on rivers to meet transportation needs.	33,	The Council's various plans recognize that there are many potential uses for land adjacent to our major rivers, including parks, industry and residential.
f 5	State importance of metro area to state and regional freight movement.	34	TPP does note that the Twin Cities is a major hub for Minnesota and the upper Midwest.
f 6	Emphasize importance of trucks.	34	Importance of trucks is noted.
f 7	Promote freight planning in local comp plans.	34, 43	We look forward to seeing the new guide from the Metro Freight Study and would like to help promote it among local units.
f 8	Continue to participate in MFAC.	34	Council does assign staff to this committee and will continue to do so.
f 9	Enhance freight criteria in regional solicitations.	34	Criteria not part of long range plan but will pass this comment to TAB.
f 10	Acknowledge regional freight study and state rail plan.	34	Both of these studies are included in Chapter 12, work plan, last page of draft.

Transportation Policy Plan Comments and Proposed Responses

Category: Freight

Category	Comment	Commentors	Response
f 11	Plan should recognize that putting highway expansion and bottleneck removal on hold impacts freight.	26,	Highway congestion is recognized as a freight issue in the plan. There are not sufficient funds to keep the major projects in the plan. The MHSIS will attempt to articulate the vision for the principal arterials. Commercial use of the system will be a major consideration in that analysis. No change needed.
f 12	MnDOT needs to develop a comprehensive program related particularly to rail freight.	37,	Comment will be directed to MnDOT.

Transportation Policy Plan Comments and Proposed Responses

Category: Bicycle and Pedestrian

Category	Comment	Commentors	Response
g 1	Support the improved and coordinated Bicycle and Pedestrian facilities.	42, 7, 11, 65,	No need for response.
g 2	Need to split bicycle and pedestrian modes into separate chapters.	62,	The content of the Plan differs between bicycle needs and pedestrian needs. The Plan includes them in one chapter because it is largely to communicate requirements and guidance for accommodating the needs of the most vulnerable users of the transportation system.
g 3	Bike trips are generally longer than 2-3 miles and are understated in the plan.	64,	The Council's Travel Behavior Inventory is the most complete source of information on travel patterns in the region. The 2000 TBI indicated that average bicycle trips were approximately 2.3 miles so while many bicycle trips are longer, the majority are under 3 miles.
g 4	Complete Streets need to be more strongly supported in the plan.	64, 23	Staff recommendation is to change the language from "the Council will consider the results of this study as it becomes available" to read instead: This Plan generally supports the goal behind this concept and the Council is prepared to support and apply measures to implement any future policy if mandated by legislation following completion of this study.
g 5	Bicycles need to be seen as a regional system.	86,	Regional system under the direction of the Council are defined in statute and include the metropolitan highway system, the transit system, the regional trail system, and the airport system.
g 6	Add more bike lanes.	86,	The Plan supports the completion of the regional trail system and the maintenance and rehabilitation of the existing trail network. The Plan also encourages the completion of on-road bicycle networks through the use of striped shoulders, bike lanes, bicycle boulevards and other bicycle route treatments.
g 7	Bicycle and pedestrian investments must meet requirements of ADA.	54,	The Plan states that all new pedestrian investments meet or exceed the requirements of the ADA. All projects that receive federal funding must be designed to meet or exceed the requirements of the ADA.

Transportation Policy Plan Comments and Proposed Responses

Category: Bicycle and Pedestrian

Category	Comment	Commentors	Response
g 8	There should be a prioritization of bicycle routes in the Plan.	30,	This plan does not prohibit the Council from developing a regional program of bicycle route development. In order to do this, however, there must be a well-developed and agreed upon inventory of existing conditions, which is one of the purposes behind the development of the metropolitan bikeways dataset. As this dataset is improved, opportunities for the development of a regional prioritization of bikeway corridor improvements can be considered.
g 9	The Council should have a policy that the Transportation Accessibility Advisory Committee oversee all aspects of the planning, design and construction of roadway projects under its jurisdiction.	54,	The TAAC provides essential advice to the Council on its transportation projects. The Council does not have authority over the detailed design and planning of roadways so the proper place for this kind of advice would be at the local level. Propose change to TPP to state that the TAAC will be informed of all regionally-funded roadway projects and may be used as a resource for local governments in their planning and design of these projects.
g 10	Concerned about requiring counties to provide bike facilities (p. 165) due to liability and ROW issues.	43,	Plan will be reworded to say counties "should" plan for bikes rather than counties "shall".
g 11	Should be a goal for bike and ped mode share.	23, 37	The plan does not set specific goals for mode share primarily because this data is expensive to collect and measure on a frequent basis. Mode share data is collected every 10 years as part of the census. Absolute numbers of commuters by bike and ped is a better measurement.
g 12	Incorporate language from public entities obligation to comply with Title II of the ADA that requires pedestrian facilities to be designed and constructed for universal accessibility.	59	The Plan references the requirement for providing accessible rights of way in the Issues and Trends section of Chapter 9 and the Pedestrian and Bicycle Plan and also states the requirement for larger public entities to develop an ADA Transition Plan. No change recommended.
g 13	Add promotion of active living among the elderly to bicycling and walking benefits.	59	Promotion is not a benefit of walking and bicycling. The Plan discusses the benefits of active living in the Existing System and Issues and Trends sections of Chapter 9.

Transportation Policy Plan Comments and Proposed Responses

Category: Land Use and Transportation

Category	Comment	Commentor	Response
h 1	There seems to be a disconnect between regional growth and expanding transportation resources	42, 41, 5, 10, 6, 66, 30,	The Development framework and the TPP use the same regional forecasts. The forecasts were developed with local communities and serve as a basis for longterm planning at the regional and local level. The TPP is required by federal law to be fiscally constrained. This means that only funding that can be reasonably expected to be received based on past or current actions can be included
h 2	TPP should advocate incentives for communities to embrace high densities along 2030 transitways and job centers	42, 30	Linking land use/development to transportation infrastructure is a Council objective and it is reflected in current incentive programs. Ideas suggested will be considered.
h 3	Support the Congestion Management Plan in the TPP	42, 4, 7, 11	The support is appreciated.
h 4	TPP does not provide specific local planning guidelines to support assumptions	10, 17, 18, 66, 74, 80, 81, 15, 43	There are planning resources available on the Council's website including local planning handbook and the guide for transit-oriented development
h 5	Parking policy needs to be addressed.	11, 10, 23	Parking, specifically large surface parking lots, is an issue for communities as they pursue higher density, mixed use developments that are transit and pedestrian- friendly. Parking policies should be developed at the local level. Parking strategies will be considered in the upcoming regional travel demand management strategic plan process to support local initiatives.
h 6	Plan needs stronger TOD focus.	60,	The Council's website has a guide for transit-oriented development with guidelines and project profiles.
h 7	Should cite local road authorities and transit authorities to coordinate.	43	"Local units" of government covers both of these. No change needed.
h 8	The TPP should describe the population and employment densities necessary to support transit.	23	Fig 7-19 and Appendix H, Transit Market Areas shows types of transit appropriate in various development areas
h 9	Is new development framework going to be implemented in the next two years?	37,	No. New regional forecasts will be updated after the 2010 census is published. A new framework will be developed after the forecasts are updated.
h 10	TPP needs to include suggested improvements in fully developed areas.	37,	No changed needed. This issue is addressed in the transit chapter.

Transportation Policy Plan Comments and Proposed Responses

Category: Land Use and Transportation

Category	Comment	Commentor	Response
h 11	Region needs to embrace a development program with higher density, jobs near housing, and promotion of options for travel before the Development Framework is updated in two years.	37,	Development Framework addresses development issues and jobs/housing balance while the TPP addresses alternative travel like biking, walking, and transit. RDF is not scheduled to be updated prior to 2012.

Transportation Policy Plan Comments and Proposed Responses

Category: Aviation

Category	Comment	Commentors	Response
i 1	Need to evaluate the impact of high speed rail on aviation planning.	42, 7,	Potential of high-speed rail will be evaluated by MnDOT in the State Rail Plan. The Council has included policy strategy 21b that addresses the need for aviation sponsored projects and studies to include inter-modal and multi-modal options and opportunities.
i 2	Airport zoning issues with cities are becoming a pressing issue and are ignored in the plan	86,	Policy strategy 24c specifically calls for the establishment of joint airport/community zoning boards. The Council, as part of its airport and community plan reviews, is commenting and coordinating on whether airport zoning is being adequately addressed.
i 3			
i 4	Need to correct for typos and factual errors in Table 10-4. In column two, change plan adoption at ANE, FCM & STP from 2008 to 2009. In column four, change FCM mainwind to current length since extension to 5,000' does not occur until 2010. In column three, change FCM acreage from 543 to 760 acres due to acquisitions. Crystal should still list 3 paved and one turf runway. Revise crosswind runway length at Crystal to 2,500'. Airlake runway designation should be 12-30.	97,	Changes will be made.
i 5	Need to define legacy carriers.	97,	Definition will be included in the glossary.
i 6	Table 10-22 ANE is designated as a key, not intermediate airport under state airport classification.	97,	Correction will be made.
i 7	Figure 10-1 should differentiate air travel by including a commercial and general aviation category to better show the importance of G.A.	97,	Correction will be made.
i 8	Strategies for surfact water management, groundwater management and providing sanitary sewer all seem to fall outside the scope of an LTCP and more in line with an EAW, EA or EIS. An LTCP should note that appropriate measures and mitigation (if necessary) will take place, but detailed proposals, policies, criteria and procedures would be addressed in an environmental document.	97,	Comment noted. Further discussion and review of current LTCP requirements (1996 system implementation procedures) will be included in Phase II of the aviation plan updated as a separate appendix.

Transportation Policy Plan Comments and Proposed Responses

Category: Aviation

Category	Comment	Commentors	Response
i 9	Table 10-24 runway lengths for FCM and LVN should be revised.	97,	Corrections will be made.
i 10	Reference to runway 17/34 should read 17/35 on page 189.	97,	Correction will be made.
i 11	References on page 190/191 should read 200' above ground level.	97,	Correction will be made.
i 12	Table 10-31 should show corporate use at MSP and personal use business and recreational activities should be shown for both MSP and STP. Whether designated for it or not, these types of flights are allowed and do occur at these facilities.	97,	Not all airports are all things to all users whether or not they can legally access an airport facility. Airports are classified for various reasons to reflect such things as operational policy or capabilities. Examples include policy limitation on G.A. facilities at MSP, and MAC ordinance prohibiting ultralight operations at its airports. The objective of the table is to provide a sense of the relationship between an airport's role and services provided. The potential to segment business use from personal use will be further discussed in Phase II to see if further revision would be useful.
i 13	MAC CIP funding table should have a date shown, as it will continue to change.	97,	Date will be added.
i 14	Figure 10-35 should be revised to include additional communities included in each joint airport zoning board.	97,	Revisions will be made.
i 15	Strategy 19a should not be perceived as a blank check of support by the public sector.	97,	Suggestion noted, re-wording will be further discussed in Phase II of the aviation update.
i 16	Reference on page 193 should include the word "improvements" for 2013.	97,	Change will be made.

Transportation Policy Plan Comments and Proposed Responses

Category: Miscellaneous

Category	Comment	Commentors	Response
j 1	Plan does not contain enough measureable targets for evaluation & compare with other regions.	72, 30,	While measures are not contained in the plan itself, the Council has done a transit/transportation audit every two years since 1998. This audit contains comparisons of the region against 12 peer regions on a wide variety of measures.
j 2	TPP should describe how the Council will document, measure and publish the best practices used by TMOs.	30, 45	The Congestion Management Plan Phase II and Regional TDM Strategic Plan will include program evaluation methodology as required by federal law. The TPP will be revised in 2010 following the completion of this work and may include more specific language regarding best practices and program evaluation.
j 3	Regional mobility chapter should mention public private partnerships.	45	The Regional Mobility chapter discusses travel demand management organizations. Two of these are public/private partnerships.
j 4	Met Council should offer /promote model TDM ordinances for communities.	45	Specific TDM strategies and the role of the Council and its partners will be part of the Congestion Management Plan and Regional TDM Strategic Plan and may include model TDM ordinances for local communities.
j 5	Plan should acknowledge congestion management tools vary across the region	43,	This will be addressed in the Regional TDM Strategic Plan in 2009
j 6	Is population growth of 1 million new residents still accurate?	23,	Council has not revised its future population estimates.
j 7	Comment on lack of highway funding in recent years is inaccurate, since there has been much highway construction in the last decade.	23,	Despite recent highway construction there has not been sufficient funding to implement previous highway plans.
j 8	TBI should be conducted every 5 years		The TBI is very expensive and other databases, such as the LEHD and American Community Survey, can provide similar data for intervening years.