

**APPENDIX D – COMMENTS ON THE DRAFT 2008-2030 TRANSPORTATION
SYSTEM PLAN DATED JUNE 29, 2005.**

Commenters:

Metropolitan Council
Anoka County
Dakota County
Hennepin County
Washington County
City of Bloomington
City of Burnsville
City of Eagan
City of Ham Lake
City of Maple Grove
City of Plymouth
North Metro Crossing Coalition
North Metro Mayors Association
SW Corridor Transportation Coalition
Highway 55 Corridor Coalition

Comment letters are on file at Mn/DOT's Metro District Office

APPENDIX E – SUMMARY OF COMMENTS AND RESPONSES TO THE DRAFT 2008-2030 TRANSPORTATION SYSTEM PLAN DATED JUNE 29, 2005.

Metropolitan Council Overview Comments:

Comment 1: The Draft TSP is a good planning and implementation tool for the region's transportation system and should be adopted by Mn/DOT after public comments have been received and responded to. The TSP, for the most part, is consistent with the TPP and the policy direction it provides. Most inconsistencies appear minor and can be easily corrected.

Response 1: Mn/DOT appreciates this comment and believes the proposed changes that follow will result in the Draft 2008-2030 TSP being more consistent with the Metropolitan Council's TPP.

Comment 2: Page 3. The introduction of the TSP should note the major changes since 2003 in the policy direction and investment strategies. This TSP has a significantly different policy basis than the 2003 TSP. The tone in this section gives the reader the impression that funding is adequate which is not the case. The TSP should document the funding problems and call them out in the introduction.

Response 2: Draft 2008-2030 TSP, Executive Summary, Introduction, p. 3

Add the following paragraph after the first paragraph:

Previous editions of the TSP were developed as long-range, fiscally-constrained plans to ensure that the Metro District prioritized the spending of limited resources. The 2001 (2005-2025) TSP was expanded to reflect the State's "Smart Growth" principles and Moving Minnesota vision that focused investments on Advantages for Transit, Bottleneck Removal, and Corridor Connections. The 2008-2030 TSP version expands on previous plans by clarifying performance measures and targets consistent with the Statewide Transportation Plan and Mn/DOT Strategic Directions.

Note: The issue of tone and the adequacy of funding is being addressed with new text on page 5 of the Executive Summary under Public Involvement (see proposed change noted below).

Comment 3: Pages 7 & 8. Performance-Based Investment Plan Summary and Fiscally Constrained Investment Plan Summary charts indicate a very serious gap between the available funding for system needs and the available funds. This funding gap must be emphasized as a critical problem which requires immediate attention. Since the Performance-Based Investment Plan does NOT maintain current levels of congestion, the transportation funding gap is an issue which should be at or near the top of all other issues. The TSP does identify the problem but without the emphasis that it should have in the document.