

Response to Public Comments on Draft Statewide Transportation Policy Plan

This memo provides a summary and response to the comments received on the Statewide Transportation Plan during the public review period from January through March, 2009. In addition to the changes found in the final plan and as outlined in this document, additional clarifications and corrections were made as necessary.

Source of Public Comments

The draft Plan was provided to the public and stakeholders through 3 primary venues:

- Outreach Meetings in February and March, 2009
- Formal Public Hearings in March, 2009
- WEB site availability from January – March, 2009

The final outreach meetings in February were conducted in each District with an open house format. The meetings began with a brief summary of the outreach efforts to date, highlights of the plan, and overview of key changes from previous plans. The table below presents the dates of each meeting and an approximate number of attendees.

District	Date	Approx Attendees
District 1	February 20, 2009	18
District 2	February 19, 2009	23
District 3	February 2, 2009	70
District 4	February 5, 2009	42
Metro	February 12, 2009	45
District 6	March 16, 2009	54
District 7	February 2, 2011	59
District 8	February 6, 2009	51

During open house meetings participants had the opportunity to ask questions and submit comments verbally or on public comments cards provided at the meetings. A summary of each open house is attached as an Appendix to this document.

During the public review which concluded on March 31, the draft plan was also posted on Mn/DOT's web site. Individuals and groups had the opportunity to submit comments in a variety of ways including electronically on the Mn/DOT website using a specially designed online public comment tool, by US Mail, email, facsimile, or telephone.

The first public hearing was held statewide on March 25 from 5:00 to 6:00 pm via video conference broadcast to eight Mn/DOT locations. The second public hearing, also held via video conference, was on March 26 from 9:00 to noon and broadcast to 16 Mn/DOT locations.

Four governmental agencies, 11 stakeholder groups, and more than 22 individuals either provided testimony at the public hearing or submitted written comments.

Stakeholder Groups

Transit for Livable Communities
 Growth and Justice
 Sierra Club
 Smart - Trips
 Bicycle Alliance of Minnesota
 Fresh Energy
 Minnesota Asphalt Pavement Association
 SW Regional Development Commission
 SW Corridor Transportation Coalition
 Minnesota Transportation Alliance
 Highway 55 Corridor Coalition

Individuals

Rusty Dimberg / Big Stone County
 Commissioner
 Ed Hruska / Rochester City Council
 David Benson / Nobles County Commissioner
 Brian Mathiowetz / Mathiowetz Construction Co.
 Dorothea Hansmeyer
 Dave Carlson
 Shaun Murphy
 Mark Stone
 Rudolph Ellis
 Michael Rothchild

State Agencies/Local Government

Minnesota Pollution Control Agency
 City of Plymouth
 City of St. Louis Park
 Metropolitan Council

Individuals

Tracy Farr
 Benita B. Warns
 Matthew Hollinshead
 Butch Pariseau
 John Young, Jr.
 Les Everett
 Rhonda Ellis
 Lisa A. S. Black
 Carol Zoff
 Susan M. Hauser

Approach to Comments and Recommended Response

Many groups and individuals commented on the same basic issues or themes. In order to respond to comments and develop recommended revisions to the draft plan, staff sorted the comments into a series of common categories or similar themes and then developed a recommended response. Within each topical category, responses also vary depending on the type of comment. Some comments were general or simply expressed support for some aspect of the plan and required no response. Some comments were recommendations or questions that are already addressed in the plan and the response simply identifies the chapter or policy that addressed the concern. For those comments recommending additions or revisions to the plan, the proposed response either supports the recommendation and indicates how the plan will be modified, or explains why the recommendation is not supported.

Comments and Recommended Response Related to Major Policy Issues

While many of the comments focused on a detailed issue such as a specific performance measure, trend, or desired highway improvement project, there were also comments relating to major policy directions contained in the plan:

1. Support for Multimodal Approach

The multimodal approach to transportation outlined in the plan was broadly supported by a wide spectrum of stakeholder groups. No changes to the plan or Mn/DOT's planning approach are needed to respond to these comments.

2. Future Plans & Studies

Many comments related to the need for the plan to address more fully other modes such as transit and passenger rail or policy issues such as complete streets, Americans with Disabilities Act (ADA) conformity, or Twin Cities congestion measures and targets. Many of these issues and concerns are currently being addressed through more detailed modal plans or studies. The response to these types of issues cites the work under way. In addition, Chapter 8 of the plan will be revised to include a more complete listing of these future plans and studies. The next update of the Statewide Transportation Plan, currently anticipated in 2011, will incorporate the findings and policy recommendations of these efforts.

3. Highway System Investment Priorities

Several stakeholder groups commented on the proposed investment priorities included in the Statewide Highway Investment Plan. Some groups and individuals supported the *Balanced Program* approach reflected in the draft plan. Others recommended that Mn/DOT maintain its "preservation first" policy of 2004 or adopt a "Fix It First" policy. Still others recommended that higher priority be given to addressing congestion and mobility on IRC's and within the Twin Cities and other Greater Minnesota Trade Centers. Based on further consultation internally with Mn/DOT's Transportation Program Committee, staff is recommending that the *Balanced Program* approach be maintained. This approach strikes the appropriate balance given Legislative direction, system condition and performance trends, and stakeholder input over the past several years.

4. Investment Plans for Other Modes

Noting that the plan included an investment plan for highways but not for the other modes, several comments focused on the need to develop similar investment plans for transit, freight and passenger rail, aeronautics, etc. While the revenue sources for other modes differ significantly from highway revenue sources, investment plans for the other modes can and should be developed. An effort will be made to develop these modal investment plans in a similar manner to the Statewide Highway Investment Plan; that is, the investment plan should identify the costs to meet system performance targets, project future available revenues given reasonable assumptions or alternative funding scenarios, and set investment priorities for projected available funding.

Given that our goal is to develop investment plans for each mode over the next several years, staff also recommends that the Statewide Highway Investment Plan be removed as a chapter of the Statewide Transportation Policy Plan and be adopted as a separate document. All the modal investment plans would then be adopted as components of an overall Multimodal Transportation Investment Plan. The Statewide Transportation Policy Plan will set general goals, strategies, performance measures and targets. The Investment Plans will identify the investment strategy to implement the Statewide Transportation Policy Plan.

5. Investment Plan for Highway Operations

One stakeholder group indicated that while Mn/DOT had a long range capital investment plan for the highway system, there is no long range highway operations plan. Operations is a major business function, and becoming increasingly important as Mn/DOT moves more towards system preservation and management. Mn/DOT has been working over the past several years towards a more comprehensive approach to operational investment planning. In 2005, Mn/DOT adopted its first Highway Systems Operations Plan (HSOP) but this focused only on a limited number of operational factors over a 4 year period. In forecasting future available long range State Road Construction funding, assumptions must be made regarding long range operational needs and potential costs that will also be supported by the state's Highway User's Transportation Distribution Fund. Staff recommends that over the next two years, Mn/DOT examine the feasibility of updating and expanding the scope of the 2005 HSOP in order to address these concerns.

Other Comments and Recommended Response

The remainder of this memo presents a summary of the comments received and the recommended response. All responses are italicized while each comment is bulleted and in standard text. Lists of bulleted items indicate where similar comments have been grouped and a single comprehensive response follows in italics.

1. General

- Plan provides good picture of transportation trends and issues. (Growth and Justice, City of St. Louis Park, Transit for Livable Communities)
- Good coordination between Mn/DOT and Metropolitan Council. (Metropolitan Council)
- Plan does a good job of identifying emerging issues and needs to update in response to changing conditions. (Fresh Energy)

No response needed

2. Outreach approach

- Liked video conference. (SW Regional Development Commission)
- Like evening hours for Public Hearing. (Sierra Club)
- Good overall outreach approach. (Fresh Energy)
- Mn/DOT should be complemented for their continued outreach effort and inclusion of round outreach 2 comments into the draft plan. (District 7 Outreach)

No response needed

3. Multimodal approach

- Generally support plan's multimodal approach. (Growth and Justice, Dorothea Hansmeyer, Smart-Trips, Susan M. Hauser, Sierra Club, Rhonda Ellis, Minnesota Transportation Alliance, District 3 Outreach, Michael Rothchild)

No response needed

3.1 Additional focus on non-highway modes is necessary

- Focus should be on buses, light rail, bikes, and public transportation rather than the automobile. (Rudolph Ellis, John Freise)
- Plan should emphasize bicycling and walking as a transportation solution that is environmentally friendly, healthy, and promotes tourism. Additionally, the plan does not place enough emphasis on bicycle and pedestrian infrastructure nor adequately advocate for projects that benefit all modes of transportation. (Bicycle Alliance of Minnesota, Susan M. Hauser, Carol Zoff, District 2 Outreach)
- Support increased transit and rail. (Rhonda Ellis)

This plan moves the state toward a more multimodal approach to transportation. Additional discussion of the role of bicycle and pedestrian modes will be added to Policies 6 and 7 which focus on transportation movement within the Twin Cities and Greater Minnesota metropolitan areas and regions.

- Plan should include telecommuting and video conferencing as transportation strategies. (SW Regional Development Commission)

Mn/DOT encourages travel demand management through many different strategies including support of transit advantages and promotion of telework. These strategies are identified in Policy 6Bb, 6Bf, and 6D and additional reference will be added to the Executive Summary.

- All projects should be intermodal and multimodal. (Sierra Club)

The Statewide Freight and Passenger Rail Plan and the Greater Minnesota Transit Plans are underway. These plans will help to identify those travel demands that can be effectively and efficiently served by non-highway modes. Integration of transit in highway corridors is a key strategy presented in Policy 6 (Twin Cities Mobility).

- Mn/DOT should commit staff solely to intermodal implementation. (Sierra Club, Matthew Hollinshead)

This is an interesting idea. As Mn/DOT moves forward into more modal system planning (e.g., Statewide Freight and Passenger Rail Plan) there will be a need to integrate investments across modes. The state rail and transit plans are in the process of being completed; information from these plans will be evaluated and relevant information incorporated in an amended Statewide Transportation Plan in 2010. Many of the modal elements are addressed in different policy areas throughout the plan.

- Based on a word search of the plan, the plan should have more emphasis on tourism, landscaping, energy conservation, bike accommodation, transportation strategies to improve health and reduce obesity, ADA, and design for the elderly. Also, concerned with accommodation of electrical transmission lines within ROW. (Carol Zoff)

These goals and issues are all addressed within context throughout the plan's policies and strategies. A word search counting of specific words or phrases in the plan does not likely give an accurate picture of a degree of support or emphasis of specific concepts.

3.2 Investment Plans for All Modes

- Support development of investment plans for all modes rather than highways alone. (Sierra Club, Fresh Energy, Minnesota Transportation Alliance)

Mn/DOT is working to develop investment plans for all modes in a parallel approach to the Statewide Highway Investment Plan which involves identifying the investment levels necessary to meet performance targets as well as priorities for anticipated available funding.

4. Freight

- Identify and implement an over-dimension intermodal network. (SW Regional Development Commission)
- Mn/DOT should allow the use of double trailers on more of the state highway system. (District 4 Outreach)
- Increase load and axle limits. (Rusty Gimbert)

Truck size and weight issues are complex and difficult in that they involve multiple agencies and different private sector interests. To address them comprehensively requires legislative changes at both national and state levels. Mn/DOT is currently completing freight studies throughout the state to develop a better understanding of the freight movement issues. In 2010, a feasibility study is planned to examine the need for and feasibility of defining a truck route system to supplement the IRC system in part of the state. (Policy 4Bb and 4Bc, Policy 5B)

- More attention should be given to short line railroads and the role of the state in supporting these systems. (District 7 Outreach)

The regional short line freight rail system is an important component to the overall multi-modal transportation system envisioned in this plan. The Statewide Freight and Passenger Rail Plan will examine the role of the regional freight system in more depth and identify potential cost-effective improvements to enhance goods movement throughout the state.

5. Transit

- Supports dedicated transit-ways. (Les Everett)

Policy 6 incorporates the Metropolitan Council's Transit Plan that includes fixed rail and dedicated transit ways. In addition, Policy 6Bb calls for providing advantages for transit within highway rights-of-way in the Twin Cities.

- Supports training of volunteer para-transit drivers. (SW Regional Development Commission)

The plan supports driver training and evaluation programs for bus drivers (Policy 1Ad). These programs are part of the Rural Transit Assistance Programs (RTAP).

- The plan should include a map of metro area bus service and note there is no projected funding for expanding the regional bus system. (Transit for Livable Communities)

An expanded summary of the Twin City's metro transit plan and strategy and bus network will be added to Policy 6.

- Statewide Transportation Plan should incorporate Greater MN Transit Plan and the Statewide Rail Plan. (Rhonda Ellis)

The Statewide Freight and Passenger Rail Plan and the Greater Minnesota Transit are in the process of being completed; the major findings and recommendations of these plans will be incorporated in the next update of the Statewide Transportation Policy Plan.

- The plan should place greater emphasis on passenger rail and include additional references to rail opportunities where possible. (District 6 Outreach, Michael Rothchild)
- Fund better inter-county and intra-county transportation in the outer metro area. (Lisa A.S. Black, District 7 Outreach)
- The plan should address these major issues or include these strategies:

- True high-speed rail – 150 mph or more
- Next generation vehicle plan
- Freight hub and spoke model – develop or ignore infrastructure
- Freight long haul moves thru Minnesota

Locations to provide greater emphasis on rail:

- Under "Opportunities", add high-speed rail to "New Directions in Federal Funding"
- Policy 4B: add high-speed rail plans – nationally – major corridors
- Policy 5D: add inter-region state high speed rail connections/plans
- Policy 7: add high-speed rail to list.
- Policy 9: add high-speed rail new technology development

Given the President's support for high-speed rail and the resources available, Mn/DOT should complete the state rail plan in a timely manner. (District 6 Outreach)

These issues will all be considered in greater detail in the Statewide Freight and Passenger Rail Plan and the Greater Minnesota Transit Plan.

- Mn/DOT should explore transit opportunities in District 7. (District 7 Outreach)

Transit improvements in District 7 will be examined as part of the Greater Minnesota Transit Plan and the subsequent Transit Investment/Implementation Plan.

6. Bicycle and Pedestrian

- Mn/DOT should adopt a Complete Streets policy. (Smart-Trips, Bicycle Alliance of Minnesota, Tracy Farr, District 2 Outreach)
- Complete streets is a trend (Bicycle Alliance)

The plan encourages local governments to develop a system of interconnected streets, trails, and sidewalks that supplement the area's major highways and roads, and support travel by multiple modes consistent with the concept of Complete Streets (8Cc). Per Legislative directive, Mn/DOT is currently examining the feasibility of adopting a Complete Streets Policy through an Intergovernmental task force.

- Mn/DOT should adopt a policy to accommodate bikes and peds on all bridges and arterial roadways. (Dave Carlson)

As indicated in the Minnesota Bikeway Facility Design Manual (March 2007), Mn/DOT works to support bicycle and pedestrian travel where facilities presently exist consistent with Minnesota Statutes Chapter 160.264, which states, "Whenever an existing bikeway, pedestrian way, or roadway used by bicycles or pedestrians or the sole access to such is destroyed by any new, reconstructed, or relocated federal, state, or local highway, the road authority responsible shall replace the destroyed facility or access with a comparable facility or access. Replacement is not required where it would be contrary to public safety or when sparsity of population, other available ways, or other factors indicate an absence of need for such facility or access." Through the project development process, Mn/DOT also works with local authorities to understand where new bicycle and pedestrian facilities are planned and incorporate them into projects unless prohibited by law, excessive cost, or sparse population or other factors that indicate absence of need.

- The plan should talk about the process Mn/DOT uses to ensure projects comply with ADA requirements. (Transit for Livable Communities)

Mn/DOT's approach to compliance with ADA on preservation and expansion projects will be added to Policy 8. Mn/DOT's forthcoming ADA Transition Plan to bring key elements of the existing system into compliance will be discussed in Chapter 8 (Future Plans and Studies).

- Policy 4 and 5 should include bike and ped connections as multi-modal strategies. Policy 6 should recognize importance of bicycling and walking in metro area. Funding chapter does not mention how bike and ped facilities are funded. (Shaun Murphy)

- Add biking and walking to Executive Summary under heading of Increased Interest in Multi-Modal solutions, Twin Cities Mobility, and Energy and Environment. (Bicycle Alliance)
- I'm interested in getting more safe bike and hike ways on the ground. (District 3 Outreach)

The importance of biking and walking within the Twin Cities Metro Area will be added to Policy 6. Discussion of funding for bicycle and pedestrians will be added to Chapter 5. An additional reference to bicycle and pedestrian modes will also be added to the Executive Summary. However, bicycle and pedestrian connections as strategies will not be added to Policies 4 and 5 because these policies address approaches to moving people and goods on a global, national, or interregional level. Biking and walking are strategies appropriate for regional, metropolitan, or local trip-making.

7. Safety

- Address high-crash locations as well as system-wide enhancements. (SW Regional Development Commission)

Mn/DOT's approach to reducing fatalities on highways is based on the department's Strategic Highway Safety Plan. The approach emphasizes the system wide application of low cost enhancements such as rumble strips and edge markings to reduce run-off-the road crashes which are a major cause of fatalities on rural roadways. However, addressing recurring high crash locations is still part of the strategy. Each District assesses its crash data to determine its investment priorities for safety. Additional text will be added to Policy 1 to explain the approach.

- Define edge treatments. (SW Regional Development Commission)

Edge treatments will be defined in Appendix A – Plan Acronyms and Definitions as well as in the Statewide Highway Investment Plan.

- Target law enforcement of 3-foot passing law. (Dave Carlson)

This issue will be discussed with the Department of Public Safety which sets its enforcement priorities. Mn/DOT will also raise this issue with its local partners through the various Toward Zero Deaths (TZD) partnerships.

- Report fatalities for bicycles and pedestrians. (Shaun Murphy)

Bike and ped fatalities are already tracked as a performance indicator. See the appendix on performance measures and indicators.

- Fatalities should be reported by urban and rural. (SW Regional Development Commission)

Agree. Urban/rural split will be reported annually as a safety related performance indicator.

8. Mobility in general

- Supports low cost/high benefit strategy and optimizing use of existing system. (Growth and Justice, Sierra Club, Transit for Livable Communities, Metropolitan Council)

No response needed

- Support strategy that includes increased transit, pricing of roads and parking, land use changes and complete and connected streets. (Transit for Livable Communities)

No response needed

- Want performance targets set for mobility in the Twin Cities, Greater MN trade centers, and IRCs. (Minnesota Transportation Alliance, Minnesota Asphalt Pavement Association, City of Plymouth)

Mn/DOT has established performance measures for mobility on the IRCs that connect regional trade centers throughout the state. See Policy 5. In addition, performance indicators have been set for mobility on arterials within Greater Minnesota Trade Centers. See Policy 7. Within the Twin Cities, mobility measures include duration and extent of congestion and reliability. See Policy 6.

System improvements to meet these targets have been identified and are included in the investment plans. However, the level of funding required to meet these needs, particularly in the Twin Cities, is well beyond Mn/DOT's projected revenues or revenues that can be generated with even a generous increase in funding. Given this, the plan focuses on strategies to support mobility (i.e., reducing congestion and crashes) through demand management, improvements in transit, lower cost highway improvements, and enhancements to operations. Some capacity expansion (i.e., lane additions) will continue to be part of Mn/DOT's approach to mobility and selective strategic expansion projects will continue to be developed. A new, long range metro area vision will be developed through the joint Mn/DOT-Metro Council Metropolitan Highway System Investment Strategy (MHSIS) study to help identify these strategic projects as well as clarify future performance targets. See Policy 6.

- Metro freeway congestion maps in policy 6 reflect unusual traffic patterns due to the 35W bridge closure. (Mark Stone)

Congestion levels shown in the plan were affected by the I-35W bridge closure. The effect of road closures and construction will be acknowledged in Policy 6.

9. IRC System

- Roseau/Warroad should be designated as a Regional Trade Center. IRC connecting Roseau County to remainder of MN. (Roseau Community Development)

Roseau and Warroad were part of the Trade Centers of the Upper Midwest study that updated trade center information in 2003. At that time, these communities were considered level four and five trade centers based on the study methodology. Both communities contribute significant employment to the region and are important assets to the state. In developing the IRC system, four volume-based factors, as well as trade center connectivity, and population growth were used to identify IRCs in the state. Routes not selected for the IRC system were designated as regional corridors. The regional corridor system compliments the IRC system is an important part of the state's overall transportation system. Information and strategies for the regional corridor system will be added to Policy 5 to reflect its importance. Together the IRCs and regional corridors comprise approximately four percent of the total highway system miles in the state (this is a select system). As such, both of these systems receive a high-priority for maintenance and/or enhancements. The regional system routes in this area include State Highways 11, 72, 32, and 59. The plan also recognizes a need may exist for designated truck routes to supplement the IRC system throughout the state, especially in northern Minnesota where long distances between IRC routes are common. This work is described in Policy 5.

- Plan should include a 4-lane roadway between St. Cloud and Mankato to avoid metro congestion and connect the RTCs without going through the metro area. (Robert Morgan)

Identifying specific improvements was part of the District Plan updates. These updates focused on performance-based needs as well as regional community improvement projects. While there is continued concern with Metro Twin Cities area congestion, past studies of a second by-pass or beltway did little to shift traffic from the Twin Cities and these routes did not attract significant volumes to justify the cost of their improvement. In addition, TH 15 and other routes that connect St. Cloud and Mankato continue to provide good mobility (travel is relatively uncongested).

- What happened to “super-twos” as a low cost alternative? (Transit for Livable Communities)

The addition of passing lanes on IRC's and higher volume two lane rural highways continues to be a lower cost safety and mobility strategy supported in the plan. See Policy 5 and the Statewide Highway Investment Plan.

10. Land Use and Transportation

- Support general emphasis on need to connect land use and transportation. (Growth and Justice, Smart-Trips, SW Regional Development Commission, Sierra Club, Transit for Livable Communities)
- Support enhancing communication between State and Local agencies related to development. (SW Regional Development Commission)

- Mn/DOT should expand its role/efforts in working with local governments on Land use - transportation link, including providing technical assistance. (Growth and Justice, Smart-Trips, Sierra Club, Transit for Livable Communities, Fresh Energy, Minnesota Pollution Control Agency)

Transportation authorities throughout Minnesota recognize the importance of the land use-transportation connection. This plan takes steps toward strengthening relationships between land use and transportation authorities through the strategies presented in Policies 7 and 8. Policy 7 addresses the issue of broader regional transportation planning in Greater Minnesota that incorporates work already being done in metropolitan areas. Policy 8 is locally focused, is intended to apply to all communities in Minnesota, and addresses the issues of participation in regional planning as well as working to implement compatible land use and transportation systems. Both policies discuss Mn/DOT providing technical assistance to local authorities in the planning process. Policy 8 also emphasizes the need to develop networks for timely coordination among state and local agencies on land use and transportation issues.

- Give attention to issue of jobs and prosperity of low income population. (Growth and Justice)

Transit investments in both the Twin Cities and Greater MN are heavily focused on serving the needs of low income groups and their work trips.

- Evaluate Municipal State Aid standards for compatibility with Context Sensitive Solutions approach. (City of Plymouth)

Mn/DOT recognizes the need for continued dialogue and discussion of design standards and the need for increased flexibility as a strategy to deliver context sensitive solutions at all agency levels. While the plan does not address state aid standards specifically, there are a number of other references to developing greater design flexibility to address transportation problems. Mn/DOT made strides in this effort at its February 2009 design flexibility workshop aimed toward better defining issues in flexible/context sensitive design, learning from other states, and identify internal and external barriers. The feasibility study of implementing a Complete Streets policy will also examine the implications to design standards.

- Recommend that we carefully site any new intermodal container facilities due to potential health risks. (Minnesota Pollution Control Agency)

The need to address implications when siting any major transportation generator is addressed in Policy 8. Text will be added regarding the consideration of health risks in land use decisions. At this time, however, the Statewide Transportation Policy Plan does not call for the development of any new intermodal container facilities in any specific community.

11. Energy and Environment

- Expand policies for green house gas reduction. (Sierra Club)

The policy objective and strategies set forth in Policy 9 (Energy and the Environment) address how Mn/DOT is striving to reduce use of petroleum based fuels. Strategies identified under Policy 6 (Twin Cities Mobility) and Policy 7 (Greater Minnesota Metropolitan and Regional Mobility) emphasize the role of transit, bicycle, and pedestrian improvements in addressing mobility needs. This multimodal approach is consistent with the objective of reducing green house gas emissions.

- Supports setting VMT Reduction goal. (Growth and Justice, Transit for Livable Communities)

Strategies identified under Policy 6 (Twin Cities Mobility) and Policy 7 (Greater Minnesota Metropolitan and Regional Mobility) emphasize the role of transit, bicycle and pedestrian improvements in addressing mobility needs. These strategies are consistent with and necessary to reduce VMT. These strategies are also consistent with Mn/DOT's commitment to the state's long term greenhouse gas emission reduction goals. In terms of setting VMT reduction goals, Mn/DOT will follow the direction set forth by the Administration and the State Legislature. It should be noted, however, that total VMT leveled off beginning in 2004 and actually declined in 2008.

- Include the specific strategies of the MN Climate Change Advisory Group. (Transit for Livable Communities)

Mn/DOT is committed to the Administration's Preliminary Climate Change Action Plan (Feb. 1, 2008) which provides a roadmap to reach the state's goal of reducing statewide greenhouse gas emissions across all sectors producing those emissions to a level at least 15 percent below 2005 levels by 2015, to a level at least 30 percent below 2005 levels by 2025, and to a level at least 80 percent below 2005 levels by 2050. Much of the action plan is based on the effort put forth by the Minnesota Climate Exchange Advisory Group. See the discussion in Policy 9.

- Policy 9A should include more details on steps to protect natural areas, especially State or Federally designated critical areas. (Sierra Club)

Procedures for protecting natural areas are set forth in State and Federal statute and regulation. These procedures are very detailed and inappropriate for inclusion in a Statewide Transportation Policy Plan.

- Clarify Mn/DOT's role in meeting Total Maximum Daily Load (TDML) requirements for impaired water bodies (City of Plymouth)

Minnesota Pollution Control Agency sets the Total Maximum Daily Load for impaired waters. Mn/DOT is working with the PCA in the development of the TMDLs. It is anticipated that over the life of this plan, Mn/DOT will need to target investment into retrofitting stormwater management systems and water quality improvement measures. These investments will be part of various infrastructure preservation projects.

- National Pollution Discharge Elimination System (NPDES) compliance standards - it would be helpful to at least have a list of possible standards currently under consideration to comment on, as agency input could help to fine tune broader concepts. (D1 Outreach)

Mn/DOT is working with the MPCA and construction industry on implementing the reissued NPDES general construction storm water management permit. Mn/DOT is in the process of updating its Memorandum of Understanding with the MPCA as part of this implementation process.

- It would be a good idea to identify and track efforts to measure wetland banking/wetland mitigation efforts. (D1 Outreach)

These efforts are tracked. See Appendix D (Performance Measures and Indicators) Measure 9.5 (Wetlands Affected and Replaced).

- Energy efficiency must be a top priority in moving people and freight. (D7 Outreach)

Energy efficiency is a major concern to which this multimodal plan is addressed. This plan is also geared to support the economy and livability of the state.

- Mn/DOT should place a higher priority on reducing toxic air emissions. (Minnesota Pollution Control Agency)

The Statewide Transportation Policy Plan articulates a multimodal approach to reducing congestion in Twin Cities (Policy 6) and Greater Minnesota Metropolitan and Regional Mobility (Policy 7). Reducing congestion and supporting increased use of transit, biking and walking will, in turn, reduce toxic air emissions.

- Add the following performance measures to the plan: (Minnesota Pollution Control Agency)

- Embellishment of health risk from air pollution as an indicator.

As illustrated in Appendix D (Performance Measures and Indicators) Measure 9.2 (Compliance with Criteria Pollutants), Mn/DOT tracks the Twin Cities' compliance with federal standards for outdoor levels of ozone, nitrogen dioxide, carbon monoxide and particulate matter. Twin Cities' air quality presently meets federal standards and the expectation is that air quality will continue to be at or better than the federal standards. Mn/DOT relies on the MPCA and the U.S. Environmental Protection Agency to set appropriate air quality standards that will ensure a healthy environment for all citizens of the state.

- Reduction of risk from the transportation sector.

Policy 1 addresses the major health risk incurred by transportation, that is, fatalities due to transportation related crashes. In terms of the pollution related health risks, this is addressed in Policy 9 and strategy 9A (Environmental Stewardship in Project Development). Mn/DOT will continue to integrate

environmental stewardship in transportation project development and system operations processes.

- Construction of infrastructure to support fleet conversion to electric and plug-in hybrid vehicles.

Mn/DOT understands that the transportation sector will be an integral part of any effort to meet Statewide CO₂ reduction goals. When and if the Legislature determines that Mn/DOT has a role in construction of infrastructure to support electric and plug-in hybrid vehicles, Mn/DOT will do so. At this point, Mn/DOT is exploring options for our own fleet conversion and necessary support facilities.

- Reduction of carbon dioxide emissions from transportation not just tracking carbon dioxide emissions.

Mn/DOT can track CO₂ emissions indirectly by tracking gasoline/diesel sales, which we do as part of our revenue tracking. As gasoline/diesel sales decline, there is a corresponding decline in CO₂ emissions. Mn/DOT will work with the MPCA to correlate gasoline fuel sales with CO₂ emissions.

12. Construction and Operations

- Move lettings to winter (January and February) so that contractors can take advantage of the short construction season and to allow for clearing and grubbing prior to spring road restrictions. (Butch Pariseau)

Mn/DOT's goal is to annually have a balanced letting schedule with over 50% of the projects let between October and March. However, project lettings can be subject to delays due to project delivery issues and changes in construction costs and/or funding levels.

- Concern with river bank damage caused by road bridge construction and implications for flooding. (John Young, Jr, District 4 Outreach)

Mn/DOT is always concerned about environmental impacts of its projects and will work with concerned citizens and project stakeholders to minimize effects. Mn/DOT strives to improve construction practices as new technology and erosion control devices become available. We continue to work with all agencies including local Watershed Districts, Minnesota Department of Natural Resources (DNR), and the Minnesota Pollution Control Agency (MPCA) to achieve the best results and leave the least amount of environmental impact.

Mn/DOT, District 4, has participated in meetings and will continue to work with the City of Hawley, Buffalo River Watershed, DNR, and adjacent landowners to develop a plan on addressing erosion issues along the Buffalo River.

13. Statewide Highway Investment Plan

13.1 General Approach

- Financial realism should not get in the way of providing a vision. (Minnesota Asphalt Pavement Association)

The plan's vision is that of a highway system that meets established performance targets. The Highway Investment Plan identifies the range of improvements and general costs required to meet those targets---about \$65 B over the next 20 years. The investment plan further projects future available funding---about \$15 B--- and general investment priorities for that anticipated available funding. With a funding gap of about \$50 B, the vision does not seem to be constrained by "financial realism." The investment plan for available funding must be realistic to be meaningful in terms of identifying priorities among competing needs, and providing the Legislature and public with a clear picture of the transportation system performance to be expected with the available funding. This plan also identifies priorities for additional resources should they become available.

- Plan vision should include specific projects and plans. (Minnesota Transportation Alliance)
- Plan should identify specific projects in second 10 years. (SW Corridor Transportation Coalition), (Minnesota Transportation Alliance)

The long-range plan is not intended to be a programming document. In the long-range plan, the focus is on overall summary of cost estimates to meet performance targets categorized by major system performance category. The plan is intended to provide a general sense of scale regarding needs and projected revenues as well as a general investment direction and priorities. Specific project costs are identified for the first 4 years of the Highway Investment Plan (STIP Years 2009-12) and for major projects in the subsequent 6 years (2013-18) in the 4 year State Transportation Improvement Program and for major projects, in subsequent 6 year Highway Investment Plan.

- Include project cost for anticipated major projects in 2009-2018. (Transit for Livable Communities)

Costs of planned major projects in 2009-18 are identified in the District Highway Investment Plans.

- The investment plan should include operating costs and revenues as well as State Road Construction capital costs and revenues. (Minnesota Transportation Alliance)

The feasibility of developing a longer-term comprehensive highway operations plan will be explored over the next two years.

- While there is no specific congestion mitigation target for the metro area due to financial realism, congestion mitigation can at least be met in the rural regional hubs. (Minnesota Asphalt Pavement Association)

As investment needs exceed available revenue, improving mobility within the rural regional hubs must be evaluated against other needed system improvements including pavement and bridge preservation, safety, and regional and community priorities. After addressing statewide investment priorities for

safety, bridge, and pavement preservation, each District identified its priorities for investment of remaining projected revenues with input from its local stakeholders and public.

- Should identify separately the preservation and expansion costs related to major projects. (Bicycle Alliance of Minnesota)

For the purpose of identifying needs and better connecting policies to investments, major projects are classified into one broad category. Any specific highway improvement would likely benefit several policy areas. While Mn/DOT does identify a primary (initiating) and secondary benefiting performance category for each major project in the State Transportation Improvement Program, it is difficult to fully separate out the costs as suggested with general planning level cost estimates.

- The plan should not use the estimate of \$65B as the total estimated need since the Metro Mobility “need” is not well defined and may be revised after the Metro Highway System Investment Study (MHSIS) is complete. (Transit for Livable Communities)

The Statewide Highway Investment Plan as well as the Metro District Highway Investment Plan clearly explains that the estimate of mobility needs in the Twin Cities is a “placeholder” pending completion of the MHSIS. This estimate will be updated upon completion of the Metro Highway System Investment Study (MHSIS).

- More explanation needed of how the needs were calculated compared to the 2004 District plans. (Minnesota Transportation Alliance)

A section will be added to the Statewide 20-year Highway Investment Plan 2009-2028 titled “Comparison of 2009 and 2004 Highway Investment Plans.” In addition, the discussion of investment need for each policy will address any specific methodological differences between 2004 and 2009.

- Disagree with revenue forecast for SRC program; believes there will be more funding available for SRC. (Minnesota Transportation Alliance)

The long-range revenue forecast is only intended to provide a general sense of potential revenue to compare with needs and frame the discussion of investment priorities. As a risk management approach, the SRC forecast accounts for a 2-3% annual increase in annual rate of inflation as well as the need to maintain some level of fund balance. The risk associated with future revenue projections is painfully evident given that the current state revenue collections are falling way below the projection used for this update of the Statewide Highway Investment Plan. Future federal funding is also highly uncertain as federal reauthorization discussions include a wide range of scenarios.

- What is the plan for the 1,800 miles of pavements that will be in poor condition? (Transit for Livable Communities)

Districts will be looking at more patching and short term fixes such as thin overlays to address the road segments in the poorest condition.

- Support continued funding of turnback program. (David Benson)

Mn/DOT's State Aid Division continues to coordinate the turnback program, though much of the potential available funding over the next 15 years has been prioritized to address other needs.

- District plans should be revised to include ARRA investments. (Fresh Energy)

The first 10 years of the District Plans are, in effect, revised annually with each 4 year STIP update (and subsequent 6 year Mid-Range HIP update). These updates are needed to account for changes in both revenues and costs. The American Recovery and Reinvestment Act provided additional revenue beyond what was projected for the 2009-28 Statewide Highway Investment Plan. These revenues and associated investments will be amended into the 2010-13 State Transportation Improvement Program that will be adopted in fall 2009.

- The plan should provide alternative resource enhancement scenarios with attendant improvements in the highway infrastructure those would create. (Minnesota Asphalt Pavement Association)

The plan identifies investment priorities for potential additional revenues (\$2.5B). The upcoming Long Range Transportation Solutions Study will go further in examining alternative revenue options.

- Plan should contain information on needs and conditions of local systems. (Transit for Livable Communities, Minnesota Asphalt Pavement Association)

Mn/DOT is moving that direction with a first step involving the pavement conditions of the County State Aid Highway system.

13.2 Regional and Community Improvement Priorities (RCIPs)

- Should conduct an inventory of RCIP needs and determine local government ability to partner. (SW Corridor Transportation Coalition)
- Plan should describe process for identifying RCIPs. (Transit for Livable Communities)
- Does not support RCIPs due to lack of compelling definition of need. (Fresh Energy)

The 2009 Statewide Highway Investment Plan process directed each District to provide a very general inventory of RCIP needs based on its long-standing discussions with local partners. This approach resulted in very different definitions of "need" across the districts. Mn/DOT will continue to develop a better understanding of localized economic and community benefits of transportation improvements. In doing so, Mn/DOT aims to add consistency in approach to defining, identifying, and funding/financing RCIPs.

- Recommends careful and consistent assessment of VMT during scoping of safety/capacity projects. (Fresh Energy)

During project development, traffic forecasts are examined in a more detailed and comprehensive manner. Traffic forecasts used for purposes of the long range plan are developed through a comparatively simplistic process.

13.2 Investment Priorities

- Give priority to preservation and system optimization over expansion – “fix-it-first”. (Smart-Trips, Sierra Club, Transit for Livable Communities, Fresh Energy, Minnesota Pollution Control Agency)
- Balance investments toward Twin City mobility, IRCs and Greater MN trade centers and away from bridge and pavement. (Minnesota Transportation Alliance, Minnesota Asphalt Pavement Association)
- Happy to see that it is recognized that we need a balanced plan. If all is in preservation, the rules preclude making cost effective improvement. (Metro Outreach)

The Balanced Approach to Investment priorities, focusing on the 4 strategic areas of traveler safety, mobility, infrastructure preservation, and regional/community priorities, was adopted after extensive consideration of Legislative direction, system condition and performance, and stakeholder/public input. The process is further described in the Statewide Highway Investment Plan.

- Concerned about the low cost/high benefit strategy. Mn/DOT needs to make the major improvements for long-term benefits. (Metro Outreach)

Policy 6 (Twin Cities Mobility) describes that the strategy includes strategic capacity improvements as well as low cost/high benefit approaches. The Metro Highway System Investment Study (MHSIS) will further prescribe the specific mix.

- Give priority to RCIPs to leverage additional funds. (SW Corridor Transportation Coalition, Minnesota Transportation Alliance)

Developing a better understanding of localized economic and community benefits of transportation improvements and bringing more consistency in approach to identifying and funding/financing RCIPs is on Mn/DOT’s agenda. Mn/DOT will further examine RCIPs as part of its Innovative Finance initiative. This examination will explore partnership funding opportunities with regional and local communities.

- Include bike projects as an investment priority. (Dave Carlson)

In terms of the Statewide Highway Investment Plan, bike and ped accommodation is considered as part of the scoping process in project development.

- Some areas of improvement in your plan could be done at a later date. Do the projects that have a major effect on the most people first. (District 3 Outreach)

There are many transportation needs throughout the State. These needs vary across the State and within individual Districts with respect to their importance and urgency. Districts must consider the needs within their boundaries and select those projects for implementation that they feel make best use of their targeted state and federal funds adhering to the balanced investment approach of this State Plan. District 3 estimates over \$5.9 billion in performance-based needs over the 20-year life of this plan. District 3's revenues for the planning period are estimated to be \$1.4 billion. The District has committed nearly \$1.1 billion (75%) of its revenues toward infrastructure preservation necessary to meet its minimum level of effort road and bridge preservation goals. This leaves a mere \$0.3 billion available to address other transportation needs and far short of the \$4.8 billion required to address all of the District's remaining safety, mobility, and preservation needs. Other Districts follow a similar approach in their project selection process but may invest differently based on their available transportation funding, needs, and priorities. In some cases, this investment approach may allow for certain priorities to be funded in one District while not in another District.

District 4 Specific Projects

- The 26 miles of US Highway 12 between Ortonville and Danvers has not been properly kept up and has, as a result, become a major community safety concern in terms of accidents and fatalities. This needs to be addressed. (Rusty Dimberg)

Mn/DOT is committed in leading the nation in the Towards Zero Death initiative. As part of this initiative, Mn/DOT District 4 strives to implement as many safety measures as possible with the funding that is available. Unfortunately, there are funding limitations and budget constraints that limit the number of projects and the number of safety issues that can be addressed on each project. There are safety needs throughout the whole District that are prioritized and implemented as funding allows.

US Highway 12 has a crash rate at or below the State average for this type of roadway. This section of Highway is being reviewed by District 4's Traffic Engineer on what safety measures could be added to reduce accidents and run off the road type injuries. The most recent was installation of a new 4-way stop with advance warning flashers at the junction of Highway 12 and Highway 59. Mn/DOT will continue its work to make our highways and bridges safe for all motorists.

District 6 Specific Projects

- Highway 14 east of the Apache Mall area to Marion Road area is in very bad shape as the median is breaking into pieces. Repairs are very much needed. (Ed Hruska)

Highway 14 in the area between Apache Mall and Marion Road will be part of a project officially extending from TH 52 to Marion Road. The project is expected to be let in November 2009. Improvements will include grading and surfacing and several safety improvements.

- Highway 14: It is in poor condition east of Rochester. (District 6 Outreach)

The portion of Highway 14 east of TH 52 to Marion Road will have a 2010 project with a letting date in November 2009. Improvements will include grading and surfacing and several safety improvements. There is nothing programmed or planned east of Marion Road to Eyota in the next 10 years.

- 65th Street interchange: It is needed and should be constructed in the near term. (District 6 Outreach)

The City of Rochester and Mn/DOT are involved in a \$794,000 environmental study, including a public participation process, of the 65th Street Interchange area. The interchange is currently not programmed.

District 8 Specific Projects

- Mn/DOT should consider placing greater investment emphasis on east-west connections in District 8. (District 8 Outreach)
- Highway 212 is a key connection between District 8 and the Twin Cities. Mn/DOT should examine additional areas along the corridor west of the Twin Cities for expansion or improvement. Mn/DOT should evaluate potential investments in those areas to improve travel to and from the Twin Cities. Mn/DOT should also consider the segment of Highway 23 north of Marshall to get to Highway 212. (District 8 Outreach)

Mn/DOT is committed to maintaining and improving the Interregional Corridor (IRC) System as the key network of highways which connects the individual trade centers and regional community hubs together. As a part of that system, Highway 212 remains a priority for Mn/DOT District 8. Although no specific improvements have been identified in the current District Investment Plan, Mn/DOT District 8 will continue to monitor and plan for future investments along this corridor. Should the corridor's travel time performance, other modal connectivity (i.e. freight movement), or regional/community economic issues arise, Mn/DOT District 8 will re-examine its planned investments for the corridor and consider other potential investment options. In addition, Highway 212's priority as an IRC will mean that it will receive a higher priority for pavement preservation investment, as well as smaller operational improvements like turn lanes.

Mn/DOT District 8's Investment Plan discusses the need for Mn/DOT to consider additional expansion options on Highway 23 from the City of Marshall to the City of Paynesville as a part of its balanced investment strategy in the Regional and Community Investment Priorities (RCIP). This area of consideration includes the section of Highway 23 from Marshall to Highway 212.

Metro District Plan

- The Metro District plan should explicitly support transit, especially within highway ROW. (Metropolitan Council)

Policy 6 of the Statewide Transportation Policy Plan outlines the strategies for mobility in the Twin Cities. Providing advantages for transit within the highway rights-of-way is a key strategy outlined in the plan and will guide the Metro District's project development process. The Metro District Highway Investment Plan will be amended to include a summary of the strategies in Policy 6 and the linkage between the Statewide Transportation Policy Plan policy direction and the investments included in the Metro District Highway Investment Plan.

- Concerned that Metro strategy will not sufficiently reduce congestion with spillover onto local system which they cannot afford to expand; wants assurance that plan will allow all elements to function at reasonable level. (City of Plymouth)
- Supports capacity adding projects to slow growth in congestion. (Minnesota Transportation Alliance)

Mn/DOT has developed a highway investment plan that attempts to maximize system mobility with projected funding. As stated in the plan, the approach includes utilizing lower-cost/high-benefit congestion and safety mitigation projects as well as strategic capacity investments with available funding. The ongoing Twin Cities Metropolitan Area Highway System Investment Study will further define this approach.

- Metro area highway infrastructure should be preserved before any new expansion projects should be considered. (Michael Rothchild)

The Metro District Highway Investment Plan is based on the statewide Balanced Approach to investments in the 4 strategic areas of safety, mobility, preservation, and regional/community improvements. While the plan address investments in each of these 4 strategic areas, 72% of the the Metro District's investments over the next 20 years have been allocated to infrastructure preservation

Metro District Specific Projects

- Metro plan should include TH 100 full-build project as a system preservation project(City of St. Louis Park)

Metro District's preservation investment strategy assumes that all Tier 1 and 2 bridges including those along TH 100 in Saint Louis Park will be funded. These investments will help achieve multiple objectives related to preservation, safety, and mobility. This coupled with the recently completed expansion project represents a significant investment. Until such time that Mn/DOT receives significantly more funding for mobility, this and other full-build projects will need to be carried over to a future timeframe.

- Metro plan should include improvements that address safety to TH 212 and TH 5 (SW Corridor Transportation Coalition, Brian Mathiowetz)

Metro District has and will continue to assess safety needs on all trunk highway corridors including TH 212 and TH 5. With available funding, Metro District will focus investments at those locations deemed to have the most significant needs. For example, Metro District's Safety Capacity program relies on recent crash statistics and benefit/cost analysis to help prioritize safety investments. While TH 212 and TH 5 are not slated for any investments in this 4 year STIP period, 2009-12, safety-capacity funds in future years could be applied to spot or segment improvements on TH 5 or TH 212 if conditions so warrant.

- Identify specific suggestions to make Snelling Avenue bike and pedestrian friendly (Benita B. Warns)

When Mn/DOT makes major highway investments, all modes are considered including bicycles and pedestrians. To the extent that it is practical, Mn/DOT will try to accommodate bicycles and pedestrians on Snelling Avenue and other roadways facilities. Sometimes this requires using adjacent local roadways to accommodate bicycles and pedestrians.

- Metro plan should identify specific noise walls that will be funded as RCIPs. (City of St. Louis Park)

Similar to most pavement and safety capacity projects, noise wall investments are "opportunity driven" and therefore specific projects are not listed in the long-range plan. In other words, available funding goes toward what are considered the most significant and cost-effective investment needs during the four-year STIP. Since needs change over time, Mn/DOT does not make a practice of identifying specific projects beyond the four-year STIP.

Comments Regarding Trunk Highway 55

- Correct TH 55 project limits. (Metropolitan Council)
- A 2 to 4 lane expansion on TH 55, Rockford to Buffalo, would create a bottleneck east of Rockford (Metropolitan Council)
- Supports expansion of TH 55 2-4 lane east of Rockford as a High Priority Unfunded Investment (Highway 55 Coalition)
- Supports Plan's reclassification of TH 55 from a Minor to a Principal Arterial (Highway 55 Coalition)

Mn/DOT supports Metropolitan Council in the reclassification of TH 55 from Minor to Principal Arterial roadway as outlined on page 59 of the Metropolitan Council 2030 Transportation Policy Plan. Regarding TH 55 funding, Mn/DOT notes an error in the Draft Statewide Transportation Plan and has already made the appropriate corrections. Table 8.15 on page 8-34 should read "TH 55 Buffalo to Rockford" as a high priority investment option for potential additional funding.

Metro Highway System Improvement Study

- Give more prominence to, and, provide more information on the Metro Highway System Investment Study (MHSIS). (Transit for Livable Communities, City of Plymouth)
- Want to be involved in the Metro Highway System Investment Study (MHSIS). (Minnesota Transportation Alliance)

The MHSIS is described in Chapter 8, Future Plans and Studies, of the Statewide Transportation Policy Plan. Mn/DOT Metro District and the Metropolitan Council will encourage and welcome transportation stakeholder input on the MHSIS study. As this effort advances, transportation stakeholders including Transit for Livable Communities and the Minnesota Transportation Alliance will be invited to participate.

14. Performance Measures

General

- Set measurable goals for all transportation policies. (Transit for Livable Communities)

The Statewide transportation Policy Plan identifies performance measures or indicators within each of the policy areas. For those performance measures that are used to define investment needs, targets or goals have been set. There are other measures that are still in the developmental stage and/or do not yet have targets established. Appendix D: "Performance Measures and Indicators" describes each of the measures and indicators identified in the plan.

- Report cost and progress to achieve major performance targets. (Transportation Alliance)

The estimated costs for meeting major performance targets are included in the Statewide Highway Investment Plan. Progress in terms of meeting these major performance targets is summarized in Chapter 7-"Policies, Strategies, and Performance Measures", reported in more detail in Appendix D: "Performance Measures and Indicators" and referenced in the Statewide Highway Investment Plan.

- Report system performance on the web site. (Transit for Livable Communities Alliance)

As describe in Policy 10-"Transparency and Accountability" under strategy 10D, Mn/DOT will expand the use of its website to increase the availability and accessibility of information on transportation system performance, project status, and program decision-making processes and criteria. Currently, Mn/DOT annually publishes a Department Results Scorecard that shows the degree to which Mn/DOT is meeting its 13 top department performance measures. Mn/DOT will reshape, update, and expand the scorecard to better reflect new priorities and allow for increased public understanding of Mn/DOT's objectives and status in meeting those objectives.

- Create target for non-auto mode share. (Sierra Club)

Non-auto mode share is included as a performance indicator. See Appendix D: "Performance Measures and Indicators" Measure # 7.4-Non-Auto Commuter Trips. This is a new indicator and there is no target established.

- Use peer comparisons to communicate system performance. (Transit for Livable Communities)

This has been difficult to do in the past as states use different performance measures and indicators. This may, however, be more feasible in the future given the discussions of incorporating national performance measures in the federal reauthorization.

Metro Mobility

- Supports person through-put. (Smart-Trips, Transit for Livable Communities)

Person through-put as a performance indicator is in its initial stages of development. Mn/DOT will work with the Metropolitan Council and other transportation agencies to develop this measure by the end of 2010.

- Consider adopting TLC's alternative measures. (Growth and Justice)

Mn/DOT's set of performance measures and indicators is continually being refined. Those related to mobility in the metro area will be assessed in the Metro Highway System Investment Study (MHSIS).

- Need to set a congestion related performance target. (City of Plymouth, Minnesota Transportation Alliance)

This will be considered as part of the Metro Highway System Investment Study (MHSIS).

- Need to correlate person through put measure with Level of Service. (City of Plymouth)

Current and potential metropolitan mobility measures will be assessed as part of the Metro Highway System Investment Study (MHSIS).

- Mn/DOT and the Metropolitan Council should collaborate in setting and reporting on key performance measures. (Transit for Livable Communities)

Mn/DOT and the Metro Council do work collaboratively in setting and reporting on key performance measures. This will continue in the Twin Cities Metropolitan Area Highway System Study

Freight

- Include miles of class 2 and 3 railroad track. (SW Regional Development Commission)

Performance measures for rail will be further examined in the Statewide Freight and Passenger Rail Plan.

Transit

- Consider other transit indicators, such as ride requests and trip denials. (SW Regional Development Commission)

Performance measures for freight and transit will be further examined in their respective modal plans.

15. Trends and Background Data

- Suggestions for various additional or different data and analysis to be included in the plan. (Transit for Livable Communities, SW Regional Development Commission)

The Trends Chapter focuses on a few key indicators related to trends in socio-economic and travel trends that will affect the future of transportation. It is not exhaustive. Mn/DOT continues to monitor other national and state source of trend data including the reports provided by our partners and stakeholders.