

	Commenter	Comment	Chapter	Page
1	Public Comment	Nothing to add here, other than I feel cities should be looking at even longer timeframes, beyond 25 year scales. I would argue that someone should have 50 and 100 year planning considerations in place, even with all the known unknowns those timeframes deal with.	1	N/A
2	Public Comment	fargo moorhead is to mail for this	1	N/A
3	Public Comment	Profit enough to give employees a good family support.	1	N/A
4	Public Comment	Effective transportation planning must include the participation of those whose everyday lives are critically affected by how they are able to get to work, home, school, shopping, and local services; Citizens have the right to participate in transportation decisions that affect their community and way of life. However, there is a failure to do or recognize these aspects. Yes-however, For this project and anything to do with transit there was NOTHING posted in buses, around the GTC or Rider Alerts sent out. Why do you not want people to come to meetings, talk directly with riders, etc.? Riders feel that what they say or want isn't considered and everything is for "show" and minds are already made up. Why having "pop ups" at a beer hall and where street rods are present instead of real bus riders? Why no meetings at the GTC, Metro Cog or public library?	1	N/A
5	Public Comment	I believe your process does the best with what local politics allows. I am a huge proponent of public transportation, and feel that MATBUS service levels leave a lot to be desired. I would ride the bus to work daily, but it would take about 90 minutes to go roughly 10 road miles, and I would be about an hour or more late for work. With our population growing and as noted in the report, increased funds becoming available, I hope that additional early morning and later in the evening routes would be considered, along with more direct, non transfer routes connecting north and south halves of the community. In terms of biking, I applaud the increases in trails and dedicated lanes, but would urge the creation of dedicated commuting corridors to connect the airport/NDSU area, downtown, West Fargo, southern Fargo, and Moorhead. Off street if possible. Any rail expansion is welcome. My personal views on the environment limit my flying to those trips demanded by work, so I feel airport expansion should be limited.	2	N/A
6	Public Comment	Staff has always been very helpful and polite. With the many road and construction areas routes have had to make many alternate routes. Has been handled well.	2	N/A
7	Public Comment	Table 1: Travel Time to Work appears to show 2018 rates not percent change from 2018 to 2023.	2	21
8	Public Comment	\$60.00 for a 120-day college semester pass which is offered only to faculty, staff, and students of U-Pass participating colleges--WHY? Isn't it enough taxpayers subsidize the insurance premiums of these well-paid faculty/staff? They can afford to pay full adult fare. Also has gotten to be too many tiers of fare payment. All that is needed is cash or a card. Students, for too long, have not paid full fare and it is time they do.	2	N/A
9	Public Comment	service frequency greatly decreased following the 2020 pandemic and driver shortage. Some ridership segments have rebounded to 2019 levels and driver availability has impacted service levels on some routes and days	2	N/A
10	Public Comment	Covid had little to do with decrease in ridership. As for the so-called "bus driver shortage" there was NONE--it was "manufactured" by Julie when she took 4 Matbus drivers to drive shuttle bus on NDSU. She had NO right to do that. Moorhead ran its fixed routes completely. Let's have some honesty about this	2	N/A
11	Public Comment	It comes up every so often about adding a morning trip on the Empire Builder--and NOTHING happens. WHY? This one midnight trip is insufficient and inconvenient.	2	N/A

	Commenter	Comment	Chapter	Page
12	Public Comment	My first priority is that we accurately forecast population growth and plan for appropriate population density. Spreading outward is in some ways reckless as it will demand increased spending for roads, etc. I personally believe that by 2100 our community could be a major urban area pushing or exceeding 1 million residents. Consider that impact on future road needs. We should thus try to turn our city into a walkable, bikeable city where everything you need is within a ten minute walk or a 15-20 minute ride. Yes, winters will remain a challenge, but if you are that close drive times will be very short. My number one goal would be to reduce the number of hours and road miles spent driving in your local area. Second goal would be to prioritize pedestrian and biker safety by separating them to the maximum extent possible from motor vehicles. No crossing six lanes of traffic and a median on foot. Funnel traffic to over or underpasses.	3	N/A
13	Public Comment	Please add: -Bike & Running trails running continuously between Johnson Park (north) to 60th Ave (south) -Smart / Coordinated Stop Lights on Streets - All green at the same time, or smarter so they don't give you a red light when you're the only car at the intersection ever. Switch most lights off or blinking yellow after rush hours	3	N/A
14	Public Comment	To work on the public openly using profanity.	3	N/A
15	Public Comment	Empower people to walk, bike, and roll more often as a mode of transportation. Get real. Not everybody is athletic enough to do these things. In downtown Fargo, it is downright DANGEROUS with bicycles on the sidewalk. Pedestrians have the right of way on the sidewalk!	3	N/A
16	Public Comment	More bike lanes, more attempts to reduce uncontrolled left turns without resorting to traffic signals (roundabouts, uturn lanes, crossover traffic flows, etc.).	4	N/A
17	Public Comment	Prioritize maintenance of existing transportation infrastructure, especially in core neighborhoods, over expansion to the peripheries.	4	N/A
18	Public Comment	Sunday routes on the long routes reaching South, North, East, and West.	4	N/A
19	Public Comment	Support people's access to reliable transit service. YES== LET'S DO IT This continual adding and taking away service is unnecessary. Every step forward takes 3 steps back--poor planning? Microtransit is ideally suited for paratransit and door-to-door services. Organizations like Valley Senior Service needs to expand and needs more funding and longer hours. Right now to get a time slot for a ride can take a week or longer. Drivers are kind, understanding toward riders. Moorhead Route 4 needs a 40 foot bus. This route is heavily used by people with walkers, scooters, wheelchairs--who do most of their shopping at Walmart--which generates packages and more packages to bring on the bus.	3	N/A
20	Public Comment	Improved access to public transport can reduce wait times for buses and the time needed to walk from the bus stop to your destination. Decrease carbon emissions by updating the transport fleet to electric or non-fossil fuel sources and sourcing transit service electricity from renewable energy sources. Making public transport more convenient than driving can contribute to truly walkable communities, including during harsh winter months.	5	N/A

	Commenter	Comment	Chapter	Page
21	Public Comment	Here is where I will bring up my field of advocacy: light pollution. There is a growing mountain of evidence that illustrates just how bad exposure to artificial light at night can be to multiple populations. Beyond sleep deprivation, there is a serious safety issue from glare caused by excessive road illumination, lights that blind drivers and pedestrians, potential links to macular degeneration at an earlier age, etc., etc., etc. And this doesn't even include the other human health issues, which can include ties to cancer and mental health problems. As the single biggest source (owner/user based) of light from a community is typically city managed/installed streetlights and signals, the road and transportation planning process presents a unique opportunity to address a form of pollution that has relatively easy solutions. Fully shielded and 2700K or less fixtures on all roadways for starters. Consideration of lighting control systems including timers and dimmers on all lighting grids. After the initial investment, the potential to save hundreds of thousands yearly is there. I would welcome the chance to discuss light pollution and how cities can work to limit it in person. Thank you! Patrick Sommer, DarkSky International, nddarkskies@gmail.com, 701-552-2393.	5	N/A
22	Public Comment	Just keep up the great work. Many citizens depend upon the system for work, and all other transportation needs.	5	N/A
23	Public Comment	Table 20 says it all. Matbus the way it is run and managed is NOT acceptable or sufficient for the FM area. The biggest problem is the incompetent, inefficient management of contractor and transit staff. Matbus is a public transportation system--it is NOT a college shuttle provider. The fixed routes take priority to be run. The hell riders have gone through unnecessarily the past 3 years in Fargo should not have been and should NEVER happen again.	5	N/A
24	Lor VanBeek - MATBUS	Metro COG does not receive this direct allocation. Fargo is the designated recipient of 5307, 5310 and 5339 funds for the TMA.	1	5
25	Lor VanBeek - MATBUS	Removal of extra A in (FTAA).	1	6
26	Lor VanBeek - MATBUS	This pass is currently offered as a promotional fare to faculty and staff at U-Pass participating colleges, and to students of colleges not participating in the U-Pass program.	2	43
27	Lor VanBeek - MATBUS	MATBUS's account-based Pay As You Go system uses a smartcard or mobile app to cap fares at 1-day and 31-day spending limits.	2	43
28	Lor VanBeek - MATBUS	The study was completed and adopted in August 2024.	2	43
29	Lor VanBeek - MATBUS	Effective 7/1/2024 service ends at 10:15 PM.	2	43
30	Lor VanBeek - MATBUS	three extend east into Dilworth (4, 6 and 9 go to Walmart). Route 6 serves Dilworth.	2	43
31	Lor VanBeek - MATBUS	only agencies can purchase packs of 20 rides.	2	43
32	Lor VanBeek - MATBUS	Renamed MATBUS On-Demand as TapRide software is no longer available. <i>Noted on the explanation of mobility options in introduction paragraph.</i>	3	62
33	Lor VanBeek - MATBUS	TapRide was renamed MATBUS On-demand since TapRide software is no longer available.	3	62

	Commenter	Comment	Chapter	Page
34	Lor VanBeek - MATBUS	weekday evening on the NDSU campus and weekdays in the Fargo Industrial Park.	3	62
35	Lor VanBeek - MATBUS	I don't believe this exists anymore. (<i>Great Rides Bike Share</i>)	3	63
36	Lor VanBeek - MATBUS	I'm not aware of this current work? <i>In reference to: Metro COG is currently working with a major company that provides these services to share transportation data for users to access.</i>	3	63
37	Lor VanBeek - MATBUS	Edit "electricassist" to "electric-assist"	3	63
38	Lor VanBeek - MATBUS	Edit "singlepassenger" to "single passenger"	3	64
39	Lor VanBeek - MATBUS	Remove reference to missing footnote	3	64
40	Lor VanBeek - MATBUS	Duplicate sentence. I'm not aware of these policies.	3	67
41	Lor VanBeek - MATBUS	There are eligible transit projects as well. <i>In reference to Carbon Reduction Program.</i>	5	101
42	Dan Farnsworth - Metro COG	Update Table of Contents to reflect chapter titles and page numbers	-	iii
43	Dan Farnsworth - Metro COG	To me it would make more sense to not have this line as a bullet point. Also, I would replace the word 'committees' with 'subcommittees'	1	3
44	Dan Farnsworth - Metro COG	Three of these charts show seven categories but the legends only show four.	1	10
45	Dan Farnsworth - Metro COG	Update Table and Figure numbering and references throughout	2	-
46	Dan Farnsworth - Metro COG	Delete repealed roadway jurisdiction text	2	24
47	Dan Farnsworth - Metro COG	Is this ranked correctly? I see #1 has 1.42 crashes per MEV while #2 has 1.35..	2	27
48	Dan Farnsworth - Metro COG	Is there a correlating note for this asterisk?	2	27
49	Dan Farnsworth - Metro COG	A space between Table 8 and this heading would look nice.	2	27

	Commenter	Comment	Chapter	Page
50	Dan Farnsworth - Metro COG	Is Table 11 and Figure 7 for the ND side, MN side or MPA? Consider labeling as such.	2	32
51	Dan Farnsworth - Metro COG	This sentence stops and restarts on the next page.	2	32
52	Dan Farnsworth - Metro COG	Does Metro COG have a policy evaluating traffic operations on a 24 hour basis as stated? Was this a policy in Metro Grow 2045? I'm not familiar with this. If no policy exists, consider working with Michael Maddox in softening this language.	2	33
53	Dan Farnsworth - Metro COG	Any idea if this is concluded now? If so, feel free to revise language.	2	46
54	Dan Farnsworth - Metro COG	Feel free to replace 'below' with 'Figure 17'	3	47
55	Dan Farnsworth - Metro COG	It's unfortunate that most/all the text in this section was copied & pasted from Metro Grow. As such, there is some outdated information. I'm not suggesting a re-write of this section, but since it is 'emerging trends & technology' it should have been updated since the Metro Grow plan.	3	62
56	Dan Farnsworth - Metro COG	Please update per comment at Policy Board. Great Rides Bike Share ended in 2020 at the onset of the pandemic. The program has since been dismantled.	3	63
57	Dan Farnsworth - Metro COG	Please verify that this is actually correct. We are not familiar with this effort.	3	63
58	Dan Farnsworth - Metro COG	I would replace this word with 'challenges'	3	63
59	Dan Farnsworth - Metro COG	Should this be 'Metro 2050'?	3	66
60	Dan Farnsworth - Metro COG	Not sure if this is necessary. It was copied & pasted from Metro Grow. I'm not sure what this is.	3	67
61	Dan Farnsworth - Metro COG	This chapter doesn't explain what Level 4 and Level 5 technologies are. Consider re-wording or providing an explanation for these categories.	3	68
62	Dan Farnsworth - Metro COG	Should this just be Metro 2050?	4	72
63	Dan Farnsworth - Metro COG	technically this should be 'urbanized areas'	5	76

	Commenter	Comment	Chapter	Page
64	Dan Farnsworth - Metro COG	perhaps this should say 'in conjunction with', since the CMP is not complete yet.	5	76
65	Dan Farnsworth - Metro COG	should be 'Carbon Reduction Program'	5	100
66	Dan Farnsworth - Metro COG	I think this sentence could be rewritten. It seems like this was written with the assumption that CRP stood for Congestion Reduction rather than Carbon Reduction	5	101
67	Dan Farnsworth - Metro COG	Is it possible to have a project on 1st Ave N from the RR to Center Ave? Please double check these locations.	5	102
68	Dan Farnsworth - Metro COG	What are the limits of this project?	5	102
69	Dan Farnsworth - Metro COG	Edits identified for North Dakota Short Term Reserve Projects	5	103
70	Dan Farnsworth - Metro COG	Update project maps to include MPA and missing project numbers	5	105
71	Dan Farnsworth - Metro COG	The associated map shows this north end of this project around CR 22. Is the north limit CR 22 or 28th Ave N?	5	106
72	Dan Farnsworth - Metro COG	Project updates and jurisdictions identified in Mid-Term List.	5	107
73	Dan Farnsworth - Metro COG	Is this supposed to be a map? Please include map.	5	102
74	Dan Farnsworth - Metro COG	Could this be a little more descriptive as to where along the 88th Ave corridor this is being discussed. Is it south of Daves High School or in the Horace area or all the way from the Red River to the Diversion?	5	100
75	Wayne Zacher	Looks like this should be another row	-	1
76	Wayne Zacher	didn't Kindred and/or another community just become an associate member in the last few months?	1	2
77	Wayne Zacher	Seems like this would make more sense if not a bullet similar to the next list for regional committees. I was first going to say that it could get added to end of the TTC paragraph, but that doesn't make sense because this is something different.	1	3
78	Wayne Zacher	Do we add confusion if we were to say "four or five years"? It is my understanding that we update this MTP every 5 years because we are not in a non-attainment area.	1	4
79	Wayne Zacher	Is this MSA or the UZA? It is my understanding that the statistical area is the UZA plus. google search states that the statistical area is the UZA plus adjacent counties with a high degree of economic and social ties to the central area.	1	5
80	Wayne Zacher	This is every 4 years I believe	1	6

	Commenter	Comment	Chapter	Page
81	Ranae FTA	From Ranae, FTA: the legend is missing descriptions for the purple, black and pink for charts showing biking, driving, and walking or rolling challenges.	1	10
82	Wayne Zacher	Would this read better if "of" were changed to "to"?	1	13
83	Wayne Zacher	I am not sure this is needed to begin with, but if it is needed, is the reader going to know this is talking about the MTP since that is the only shorthand provided in this report.	1	13
84	Wayne Zacher	I am not sure if there is another way to word this, but this reads like and is the definition of "participants". Would it make more sense to change to something like, "Attendees were invited to participate..." this way it doesn't sound like you needed to have a special invite.	1	13
85	Wayne Zacher	Is this correct? I believe statistical area is different than the Urbanized area.	1	16
86	Wayne Zacher	largest?	2	17
87	Wayne Zacher	Does this cover the entire MPO area? I assume it does, but if not, why is Fargo singled out?	2	17
88	Wayne Zacher	I assume there is a difference based on the amounts shown, but I wonder if we shouldn't define "household" and "family". Evidently, I don't know the difference.	2	17
89	Wayne Zacher	These seem like they should be flipped to me. Have the 2018 rent first and then the 2023 because it talks about an increase, but almost reads as a decrease in amount and time.	2	17
90	Wayne Zacher	Check math. I calculate 18.1%	2	18
91	Wayne Zacher	are these correct? tables 1-3 are on previous pages talking about travel time to work, Means of transpo to work, and commuting patterns	2	20
92	Wayne Zacher	this seems to be a repeat section from immediately above; was something else supposed to be here?	2	24
93	Wayne Zacher	This whole paragraph reads odd to me. the 2nd Statement is confusing; I am not sure if it is just the term "supported" or what. The 3rd statement is worded to imply you are starting a list in the statement. I see the 6 areas at the bottom of the page, but that is not what the statement says.	2	25
94	Wayne Zacher	on what? the current transportation conditions, the 6 areas listed below.	2	25
95	Wayne Zacher	can we make this statement since the data used only started 2018?	2	26
96	Wayne Zacher	How are these ranked? It doesn't appear to be by MEV or entering volume. I believe if they are being ranked, then the criteria that puts them in the rank should be included in the table.	2	27
97	Wayne Zacher	What is this?	2	27
98	Wayne Zacher	How do we know it peaked? this is the end of the data. I agree that it is the highest of the 5 years that were reviewed, but I am not sure we can say it peaked.	2	28
99	Wayne Zacher	2022?	2	28
100	Wayne Zacher	what is intended here? So what if it is difficult; was it done or not? The paragraph below talks about 494 miles that are comparable, but then dismisses the findings due to different ways of gathering the data.	2	29
101	Wayne Zacher	After looking at figure 6, I understand what this is trying to show, but I initially read as the words were not matching the number. There needs to be better way to convey this; maybe something like, "Eight-six or 22% of the structures..."	2	31
102	Wayne Zacher	Relative to what?	2	31
103	Wayne Zacher	Same as previous comment. there is nothing to state what the () information is for.	2	31
104	Wayne Zacher	as in ND and MN or just MN	2	32
105	Michael Johnson	Is this map existing conditions?	2	35
106	Scott Zainhofsky	The figure numbers in the text are incorrect throughout this section.	2	37
107	Scott Zainhofsky	The TTTR figure itself should clearly indicate that a lower number is better for this measure. At first glance, it appears the target was missed each year, potentially by a wide margin given the graph axis.	2	37
108	Wayne Zacher	Is this well known? I am not sure I have heard of it or at least heard of it this way	2	38

	Commenter	Comment	Chapter	Page
109	Wayne Zacher	Is this correct? I am asking because it stopped me as I was reading. I assume it is similar to "due to"	2	39
110	Wayne Zacher	Consistency. Here there is no space between the F and 5, but other areas there is a space.	2	39
111	Scott Zainhofsky	If this was intended to be a link, it is broken.	2	41
112	Scott Zainhofsky	Would a map of this connectivity be useful? I'm not sure what it looks like; so, a map might not have value at this scale.	2	41
113	Wayne Zacher	why was a different range used than the previous traffic discussion (2018-2022)?	2	42
114	Scott Zainhofsky	Check figure numbers throughout the document. I can't find this figure in the document.	2	43
115	Wayne Zacher	Orlando?	2	45
116	Wayne Zacher	I-29? I-94 doesn't go through Grand Forks	2	45
117	Scott Zainhofsky	Is this performance presented anywhere in the document? Either way, can this performance be influenced locally? If not, why discuss it, here?	2	46
118	Scott Zainhofsky	Again, the link (if was intended to be one) seems to be broken. I recommend checking all links (or adjusting the font to avoid blue underlining if these aren't links).	2	46
119	Scott Zainhofsky	What is this graphic trying to convey? It seems odd to indicate the goals are a subset of the objective, which are a subset of the metrics. I don't agree with that premise, but it's how I interpret this graphic.	3	50
120	Scott Zainhofsky	completing?	3	53
121	Scott Zainhofsky	I recommend explicitly identifying the measure(s) that will be used to help prioritize projects. This statement makes the plan vague and less helpful.	3	53
122	Scott Zainhofsky	surrounding?	3	56
123	Scott Zainhofsky	There are a lot of Project Prioritization Metrics in this plan. Has any thought been given to the logistics of how these will be: utilized, weighted, determined for each candidate project, etc.? The MTP implies (but doesn't specifically state - that I saw) these metrics will directly support project programming. With this number of measures, that is a tall order. This comment may be addressed on page 101 (i.e., PDF sheet 107 - "Linking TIP Project Selection and the MTP" section - the page numbers should be checked, as there are several page 101's and 100's in the document). However, the number of measures is still large, in my opinion, and bares consideration for its impact to the logistics of project prioritization.	3	61
124	Wayne Zacher	Is this to be a footnote or a carryover from 2018 or was there another thought that was not included?	3	64
125	Wayne Zacher	was this supposed to be page?	5	100
126	Michael Johnson	Why do some projects not have a cost associated with them?	5	103
127	Wayne Zacher	I don't see the); am I missing it?	5	100
128	Wayne Zacher	Is it worth stating that these projects do come off of this list if funding becomes available or needs change? I realize that this would likely require an MTP Amendment. Just a question and more for something to think about, but maybe it isn't needed.	5	100
129	Kristen Sperry	Separate line?	-	I
130	Kristen Sperry	Is there a link for the Congestion Management Process which is appended by reference?	-	iii
131	Kristen Sperry	and Federal Transit Administration (FTA)	1	2
132	Kristen Sperry	The label in the figure is hard to read Hawley.	1	2

	Commenter	Comment	Chapter	Page
133	Kristen Sperry	Was Kindred added?	1	2
134	Kristen Sperry	If the 4 bullets below are the 4 committees, consider indenting further so it is clear they are the committees.	1	3
135	Kristen Sperry	If the 4 bullets below are the 4 committees, consider indenting further so it is clear they are the committees.	1	4
136	Kristen Sperry	4 years 23 CFR 450.336(b)	1	6
137	Kristen Sperry	Not all of the colors are represented in what they stand for - pink, purple, and black.	1	10
138	Kristen Sperry	Is there a list of agencies that were coordinated with? 23 CFR 450.324(g) is more than encourage it is shall. Where is a discussion on types of potential environmental mitigation activities and potential areas to carry out these activities per 23 CFR 450.324(f)(10)?	1	15
139	Kristen Sperry	Which approach is Metro COG using for each PM?	2	20
140	Kristen Sperry	Missing baseline condition/performance. Baseline condition/performance derived from the latest data collected through the beginning date of the performance period specified in § 490.105(e)(4)(I) for each target, required under paragraph (b)(1)(ii)(A) of this section; Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data;	2	21
141	Kristen Sperry	What happened to the Figure numbers? They go from 12 - 28?	2	37
142	Kristen Sperry	What does this figure represent - text seems to point to a reverse of what is shown?	3	50
143	Kristen Sperry	Page numbering is not correct - there are multiple of the same page numbers.	5	101
144	Kristen Sperry	Would be helpful to show MN and ND projects grouped in a similar fashion as previous tables.	5	101
145	Kristen Sperry	Is there supposed to be a figure?	5	102
146	Paul Bervik	Blue line should end at the word.	-	iii
147	Paul Bervik	Hawley is difficult to see. move label or change text color or add text halo.	1	2
148	Paul Bervik	What is 83Table 15?	5	85
149	Paul Bervik	Double check values in this table. The excel table for #250 score is 3.2. This table is showing 2.9. Looks like all Weighted Scores are different than the excel sheet.	5	87
150	Paul Bervik	Remove duplicate STBG label	5	88
151	Paul Bervik	Double check values in this table. The excel table for #17 score is 3.5. This table is showing 3.2. #50 score is 2.8. This table is showing 2.5. Looks like all Weighted Scores are different than the excel sheet.	5	88
152	Paul Bervik	What is this blue line for?	5	94
153	Paul Bervik	Continue Bold Line	5	103
154	Paul Bervik	Double Check all Table and Figure references throughout entire document.	-	Cover
155	Paul Bervik	Add CRP. Carbon Reduction Program	-	I
156	Paul Bervik	Add Kindred	1	2
157	Paul Bervik	sub-allocation	1	5
158	Paul Bervik	Add Total Legend	1	10
159	Paul Bervik	Have this chart be percentages. Or at least shrink the highest point in the range maybe 100?	1	11
160	Paul Bervik	Have this chart be percentages. Or at least shrink the highest point in the range maybe 400?	1	11
161	Paul Bervik	Use Metro COG	1	13
162	Paul Bervik	Remove Sentence	1	14
163	Paul Bervik	Change actions in Phase 3 to past tense	1	14
164	Paul Bervik	Show the Aggregate of all of the events here instead of just WF Cruise Night	1	14
165	Paul Bervik	Have this chart be percentages. Or at least shrink the highest point in the range maybe 200K?	2	16
166	Paul Bervik	Suggest Switching columns 2018 be first 2023 be second	2	17
167	Paul Bervik	flip statement: "from \$831 in 2018 to \$989 in 2023."	2	17

	Commenter	Comment	Chapter	Page
168	Paul Bervik	Suggest Switching columns 2018 be first 2023 be second	2	18
169	Paul Bervik	Organize from highest % to lowest %.	2	19
170	Paul Bervik	region is used 3 times in this sentence. Consider using different words.	2	19
171	Paul Bervik	I do not think these are referring to the same thing?	2	22
172	Paul Bervik	This block of text is a duplicate of above.	2	24
173	Paul Bervik	Should these be organized by decreasing Crash Rate?	2	27
174	Paul Bervik	Consider shrinking the highest point in the range?	2	47
175	Paul Bervik	Bold Dividing Line	3	52
176	Paul Bervik	Where is the CMP?	4	76
177	Paul Bervik	On what page in Chapter 4 was this located?	5	100
178	Paul Bervik	What is 100Table 13?	5	100
179	Paul Bervik	Where is the map?	5	102

Comment Response

No changes made as plan aligns with the timeframe identified within Federal guidelines.

Thank you for the comment. No changes made.

Thank you for the comment. No changes made.

Thank you for the comment. Engagement activities were held at community centered events open to a broad population. Access to locations via multiple modes was a component of event planning.

Thank you for the comment. No changes made.

Thank you for the comment. No changes made.

Travel Time to Work table updated to include 2018 and 2023 percentages and the percent change.

Thank you for the comment. No changes made.

Thank you for the comment. No changes made.

Thank you for the comment. No changes made.

Thank you for the comment. No changes made. The policies of the plan support continued exploration for regional transit connections.

Comment Response

Thank you for the comment. No changes made. The travel demand model used for the the planning process was updated to reflect new socioeconomic data that aligned with updated regional projections and land use planning of the local jurisdictions.

Thank you for the comment. No changes made to the MTP; however, comment will be shared with bike and pedestrian committee for future consideration. Smart technologies are discussed within the chapters and will require coordination with the local jurisdictions as the signal owners.

Thank you for the comment. No changes made.

Thank you for the comment. No changes made.

Thank you for the comment. No changes made. The scoring metrics used within the process did support the inclusion of bicycle and pedestrian elements of projects with the weighted scoring.

Thank you for the comment. No changes made. The scoring metrics used within the process utilized a weighted score that prioritized projects that scored higher in the Maintain Transportation Infrastructure goal.

Thank you for the comment. No changes made.

Thank you for the comment. No changes made. Comments shared with the project team working on the Transit Development Plan.

Thank you for the comment. No changes made. Comments shared with the project team working on the Transit Development Plan.

Comment Response

Thank you for the comment. No changes made. Chapter 3 does identify Smart Cities and technology advancement opportunities related to transportation.

Thank you for the comment. No changes made.

Thank you for the comment. No changes made.

Notation updated to note Fargo as the designated recipient of STB 5307, 5310, and 5339 funds.

Removed

Text updated to reflect notation of the promotional fare: "Unlimited ride passes are also available, starting at \$5.00 for a one-day pass, \$60.00 for a 120-day college semester pass which is offered as a promotional fare to faculty and staff at U-Pass participating colleges and to students of colleges not participating in the UPass program, and a 31-day business pass for the region's workers. All rates noted are subject to change."

No changes made.

Updated to reflect the study's completion in 2024.

Service times updated to reflect a 10:15 end of service.

Updated to reflect the three routes that extend into Dilworth.

Notation updated to reflect that agencies may purchase the pack of rides.

Definitions of Microtransit and Micromobility added.

Microtransit section updated to remove any reference to TapRide with discussion of MATBUS On-Demand.

Comment Response

Section updated to reflect current offerings in the Industrial Park and Campus.

Reference to Great Rides Bike Share removed.

Statement removed.

Updated

Updated

Removed

Removed and statement revised to reflect current practices.

Section updated to reflect the ability to flex CRP funds to the FTA for transit projects. Eligibility as noted within CRP guidance added to the document.

Updated

Updated as noted.

Charts updated to show full legend

Updated

Removed

Rating was based on the number of crashes at the intersection. A column with the number of crashes was added.

Note added to describe MEV

Space added.

Comment Response

Data was developed for full MPA

Formatting updated.

Statement updated to provide additional description around policy/precedent practice.

There is no updated information available about the completion of this study. Notation changed on status.

Updated as noted.

Section updated per discussions with Metro COG staff.

Section updated to remove active Great Rides.

Updated

Statement removed.

Updated

MAAS is Mobility as a Service referenced earlier in the chapter.

Entire section removed as discussed with Metro COG staff.

Updated as noted.

Updated as noted.

Comment Response

Updated as noted.

Updated as noted.

Updated with eligibility information for CRP.

Updated Center Avenue to 21st St.

Updates made to reflect correct projects

Maps updated throughout chapter

Limits as noted within the table are correct.

Updates made to reflect correct projects

Illustrative map included

Added note at the end of the bullet about limits of study from CR 17 to I-29 based on the various projects identified during the MTP process.

Updated as noted.

Yes, Kindred was added as an associate member. Table and graphic were updated to include Kindred.

Updated to include statement as part of the paragraph before, not a bullet.

Statement added about 4-year requirement for areas in attainment.

Updated to 248,591 to represent the MSA population, which includes the entirety of Cass and Clay Counties.

Updated as noted.

Comment Response

Updated as noted.

Updated as noted.

Updated to change "plan's" to "MTP's"

Updated as noted.

Updated to 248,591 to represented the MSA population

Updated.

Updated to reference the Fargo-Moorhead region

Definitions added within table.

Updated as noted.

Math confirmed. No change made.

Figure and Table numbers updated throughout document.

Duplicative section removed.

Paragraph updated to provide more direct language.

Added "on current transportation conditions"

Noted "within the 5-year analysis"

Ranked by total number of crashes. Column added for the total number of crashes.

"LINK" removed

Noted the highest number versus a peak

Updated.

Updated not state that they can not be directly compared.

Updated to Eighty-six or 22 percent

removed "relatively"

Updated to 81 or 56 percent

Updated to "both states"

Yes, current conditions.

Figure and Table numbers updated throughout document.

Statement added "For this measure, the TTTR that is recorded below the target indicates success. "

Updated to Kansas & Oklahoma

Comment Response
Updated to "due to"
Updated to FAF 5
Link Removed
No map was provided due to the scale of the analysis and the overall region.
Updated to correct analysis timeframe.
Reference removed.
Updated to Orlando
Updated to I-29
Reference removed.
Link Removed.
Order of graphic updated
Updated
Note of rating scale added. Specific scoring metrics for each rating were developed, but not shown within document for confusion.
Updated
Page numbering updated. Specific metrics were developed for scoring with discussion added later about the weighting that was used in Chapter 5.
Removed.
Removed.
Projects by either state DOT were not estimated due to the planning level methodology and the variability with Interstate or State Highway projects.
Updated to include: "levels (documented in Table 13 through Table 18)."
Statement added
Updated
"appended by reference" statement removed.
Updated as noted.
Map updated

Comment Response
Table and figure updated to include Kindred
Sentence moved to be included with the paragraph, rather than the bullet.
Statement added
Updated as noted.
Charts updated to show full legend
Sentence expanded to reference activities per 23 CFR 450.324(f)(10)
Notation added that Approach A is most commonly used.
Baseline information provided in Appendix B
Figure and Table numbers updated throughout document.
Figure updated to reverse order of circles.
Page numbers updated throughout
Projects organized by state.
Figure added.
Updated
Map updated
Reference updated to remove "87"
Scorings updated and refined.
Updated.
Scorings updated and refined.
Division between TA and STBG. Notation of TA added in the left column
Line continued
Updated
CRP added
Kindred added to table and figure.
Updated
Charts updated to show full legend
Chart formatting updated
Chart formatting updated
Updated to "Metro COG"
"JotForm was used to build the survey online" was removed
Updated to past tense
Updated to include all events.
Chart formatting updated
Updated as noted.
Statement updated as noted

Comment Response
Updated as noted.
Table organized from highest to lowest
Revised to read: The Fargo-Moorhead area is a regional center, attracting employees from a broader area into its communities for work on a daily basis. The region retains 88 percent of its working residents in the community each day for work, with 12 percent traveling outside of the region for work, see Table 5.
Figure and Table numbers updated throughout document.
Duplicative section removed.
Ranking is based on total number of crashes. A new column with crash totals was added to the table.
Updated chart formatting
Dividing lines updated throughout
The reference to the CMP appended by reference has been removed.
Updated to reflect appendix D.
Table reference updated
Figure added.