

Commenter Number	Commenter Name	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
1.0	Lou Miranda		Vehicle Miles Traveled and Climate Change	Climate change and vehicle-miles-traveled reduction would be better priorities for funding than congestion reduction.	<p>So the @MetCouncilNews emailed out a notification about public input to their Draft 2021-2024 Transportation Improvement Program.</p> <p>It appears it's more technical than human priority based, but on a quick scan I do see room for improvement.</p> <p>I mean, really, in 2020, should we be worrying about "Congestion reduction"?! </p> <p>I'm guessing that's a requirement for federal funding and perhaps that's why it's in there.</p> <p>We need to burn it all down & rebuild from scratch if this is how regional gov't needs to beg for federal \$\$</p> <p>Here are some screen shots from the @MetCouncilNews web site and the Thrive 2040 (or its transportation plan) document.</p> <p>*THIS* is what we need to solicit federal \$\$ for:</p> <p>They say you need to act locally.</p> <p>So I'm on my city's planning commission, on my transit authority's aBRT input committee, on my county's bicycle committee.</p> <p>But if city, county, & regional government has to beg for federal \$\$ with outmoded requirements, how much can we change?</p>	Twitter	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
2.0	Anna Nelson		Transit funding	The balance of funds should be shifted more towards transit and non-motorized projects.	<p>1. First, I'd like to push the Met Council to continue to shift the balance of funds as much as possible towards transit and non-motorized projects and programming. 46% of the budget just doesn't feel like enough for transit, not when we spent so many decades ignoring transit, and when we need to continue a major rethinking of the way we move around the Twin Cities to improve our quality of life and combat the climate catastrophe headed our way. In general, I think there is an overall need for re-focus/re-framing of this issue internally and externally, even down to the little things, like the Figure 1 "Twin Cities Metropolitan Area Political Boundaries" where an overview map prominently highlights regional freeways, but not our core transit lines.</p>	Email	<p>For the most part, the overall funding balance of the TIP is determined by funding allocations that are in federal and state law and determined by outside sources (MnDOT, FHWA, Metro Transit, FTA, etc.). The exception to this being the Regional Solicitation federal funding (which accounts for about 15% of the TIP funding) which is allocated by the Council and TAB. This process does spend about 55% of its funding on roadway projects, most of which also include multimodal elements such as adjacent trails or transit improvements. Most major highway projects are developed and programmed by MnDOT and serve the Thrive 2040 outcomes of prosperity and livability. Similarly, the geographic spread of transit projects is meant to provide transportation choices throughout the region. We will explore including major transit lines in the design of base maps for future versions of the TIP.</p>
2.1	Anna Nelson		Roadway expansion	Stop expanding roadways and focus on transit and active transportation	<p>2. Looking at Table 15 for major highway projects, I see several projects where we are spending large amounts to increase lanes (example, moving a segment from 4 to 6 lanes). This is type of lane expansion is just no longer feels like the best use of our precious taxpayer dollars in a forward-thinking world. Induced demand is a real, legitimate concern: an extra two lanes may simply motivate more people in SOVs to choose to take those new highway during peak hours – eventually filling those full 6 lanes and returning us exactly to where we started. Giving people better transit options across the board is a better way to eliminate this problem.</p>	Email	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
2.2	Anna Nelson		Commuter transit funding	There is too much emphasis on commuter-only lines moving commuters from suburbs at the expense of a better used system in and around the core cities.	<p>3. The list of transit projects in Table 16 is exciting, and laudable - thank you for continuing to expand transit across the region. However, with the limited dollars available, there still seems to be too much emphasis on single use (commuter only) lines that are highly subsidized to help a small number of commuters to get to/from far flung suburbs – like the Gold Line -- at the expense of building a world-class, high-frequency network in the core cities & first ring suburbs – the places with the highest potential impact in vehicle miles/emissions, and highest number of residents that could have the willingness/ability to forego all SOV travel.</p>	Email	<p>The major transit projects in the TIP are the outcome of extensive local planning processes where the outcome is driven by local governments and their public engagement process. These projects are also primarily funded with local funding and federal funding that is competitive with other regions in the country. The Council supports expanding transit throughout the region and respects the locally driven transit planning process and its outcomes. While many of these lines do serve suburban areas, they also have stations in the core cities and first-ring suburbs. The Council, through Metro Transit, is prioritizing investments in arterial bus rapid transit expansion on at least three lines in the TIP and these primarily serve core cities and first-ring suburbs.</p>
3.0	Carrie Desmond, PE	Metro Transit	Metro Transit grant funding amendment	Metro Transit requested the addition of a discretionary award to fund the installation of solar-powered charging stations in the new Minneapolis Bus Garage (Formerly known as the Heywood II Bus Garage).	<p>Metro Transit received a competitive FTA FY19 Low/No Emissions grant totaling \$8M that we need to insert into the TIP/STIP so we can obligate the grant.</p> <p>Can you advise on what the process and timeline is to get the TIP/STIP amended to include this project? Ideally we would like to amend for CY 2020Q4 or CY2021Q1 if possible</p>	Email	<p>The final TIP will reflect this request (Project Number TRF-TCMT-21AG)</p>
4.0	Sam Villella		Climate change	Reduce carbon emissions	<p>Anything that can be done to reduce transportation carbon emissions should be prioritized. Acting on climate needs to be forefront in all transportation decisions.</p>	Email	<p>Reduction in carbon emissions is a scoring measure in most of the Regional Solicitation funding categories. However, many other projects in the TIP are programmed by MnDOT. This plan does invest in improved transit, bicycling, walking and telecommuting to reduce vehicle miles traveled and greenhouse gases. This plan does include two work program items that will directly work toward climate change mitigation, an Electric Vehicles Planning Study that will bring expert resources and partners together to work toward accelerating the adoption of electric vehicles in the Twin Cities and a Planning Scenarios for Greenhouse Gas Emissions project that has a team of researchers creating greenhouse gas inventories and scenario planning tools to aid local units of government in being able to consider and evaluate a wide variety of climate change mitigation strategies.</p>

5.0	Ronald G. Williams	Public transportation	Promote and improve public transportation	<p>Thank you for allowing me to comment on your aforementioned plan. I am a Vietnam veteran and 10 years ago I retired from 25 years in banking. I rode your buses for thirty years to get to work. Since retiring I still use buses and the train to take classes at the U of M and attend other events.</p> <p>I think the promotion of public transit is very important to help reduce global warming and to reduce air pollution (a public health matter), especially in low-income neighborhoods.</p> <p>When building or improving roads it is important to develop and improve bikeways and walkways. Traffic calming on public streets is also good. Bear in mind that increasing public transit ridership increases the efficiency of automobile and truck traffic by reducing congestion. So, more public transit is in the interest of everyone, whether a person rides public transit or not.</p> <p>I think it is especially important to improve transit service to people who ride to jobs, especially from low-income neighborhoods to suburbs where jobs tend to be.</p> <p>In closing, I want to acknowledge the challenges Metro Council is facing. You are facing a trifecta of problems in dealing with public transportation: 1) Fracking that reduces gasoline prices that, in turn, reduces public transit use. 2) Bad government—the MN Legislature won't provide you sufficient funds to operate optimally. And 3) most recently, the COVID19 pandemic. Sadly, you must deal with these problems that are not of your making. The last problem is temporary and hopefully, the government will change for the better in the future.</p> <p>Despite these problems, I hope you find a way with TIP to move forward with public transportation in this region in ways I have suggested. Thank you for your attention to this matter.</p>	Email	The Council and the region are investing heavily in transit. Nearly 50% of the TIP is devoted to transit maintenance and expansion. This region has four federally funded major capital transit expansion projects moving forward, which is more than all but one other region in the country. That being said, the Council certainly believes we can do more in funding transit and is exploring ways to fund more transit projects, like State general obligation bond funds for arterial bus rapid transit projects. While not all roadway projects accommodate non-motorized transportation, most funded by the flexible funds through the Regional Solicitation include accommodations of other modes.
6.0	Leng Xiong	Driver vehicle maintenance	Young adults, car accidents and vehicle maintenance	<p>concerned that biggest cause of death of young adults are car accidents. He said young people do not understand cars well enough, and guardrails cause more damage than good. We should establish a leadership program so young people know how to navigate vehicle maintenance. We should also utilize parking ramps/lots for vehicle practice.</p>	Public hearing	Comment noted. In Minnesota, Driver and Vehicle Services (DVS) within the Department of Public Safety is responsible for programs related to driver and vehicle education and safety. State laws and rules include specific requirements related to knowledge that must be included during driver education and testing. This comment will be passed to staff at DVS for consideration.
7.0	Bob Seck	Rush Line	Rush line route should move to Hwy 61	<p>planned Vento nature trail bus route will cause a loss of a nature trail and the bus lane should go down hwy 61 instead, he is opposed to it and thinks others are too.</p>	Public hearing	Ramsey County is the lead agency for developing the Rush Line project and is currently responsible for project decision-making related to the stations and alignments, although the Council participates as a technical advisory. We will forward this comment to Ramsey County for consideration.
8.0	Kevin Berglund	Rush line	Rush line route should move to Hwy 61	<p>Concerned about rushline that goes down the nature trail, the brt should go down hwy 61 instead.</p>	Email	Ramsey County is the lead agency for developing the Rush Line project and is currently responsible for project decision-making related to the stations and alignments, although the Council participates as a technical advisory. We will forward this comment to Ramsey County for consideration.
9.0	Abigail Johnson	Roadway expansion	Stop expanding roadways and focus on transit and active transportation	<p>1. expanding roadways do not work. ever. it only leads to more cars and more congestion on wider streets, and the harmful impacts of large streets is glaring: more deaths, worse air, poorer communities. the TIP should have explicit language promising it will NEVER expand a roadway, but look to rapid bus options and bus lanes, bike lanes, or other measures that will bring Minneapolis into the future in a healthier way. This is critical.</p>	Email	The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.
9.1	Abigail Johnson	Climate change and racial justice/equity	Climate change should drive a switch to more transit use and active transportation. Impacts of climate change are greatest to black and brown communities	<p>2. The TIP does not mention Climate or Racial Justice/Equity once. I will break this down on how absolutely insane it is that you do not have it in there.</p> <p>a. even not mentioning that transportation choices worsen the climate crises; the climate will be different by 2040: we will have climate migrants, and our city will increase in population. we will lose roadways to the flooding of the river or the creek, to the flooding of the lakes. We will have to plan accordingly and planning for a city where more people walk/bike and bus, we will need less roadway overall, thus able to re-use land in more sustainable ways. This is critical.</p> <p>b. we should not be worsening the climate crisis. By 2040 85% of trips in the Metro area should be by something other than a single-occupied car. It must be, if we are to sustainably build and grow as a city for the long term. You must be more proactive on this.</p> <p>c. Those most impacted by climate change are those that are actually not causing it: black and brown communities in Minneapolis breathe the worst air, and are more likely to be in a crash on a roadway (I believe from the crash data Black people are 3-5x more likely to be hit while walking, and Indigenous people are 11x more likely to be hit while walking in Minneapolis). Cars are expensive, and one way to lessen the equity and pay gap is affordable, reliable transit. That means MORE BUSES, and BUS LANES. It is NEVER FAIR that a bus must wait behind a private vehicle. Buses are the future, as simple as they are, and everyone should find the bus to be comfortable, fast, reliable, and within short walking distance of their homes.</p>	Email	Comment noted and acknowledge that past negative impacts of urban freeway expansion have been greatest on the region's people of color. The TIP is a compilation of federally funded transportation investments selected through a number of processes. Each process uses different criteria and measures, some of which use Equity considerations in the decision-making process. For example, the Regional Solicitation process, which comprises about 15% of the region's federal funds in the TIP, uses measures for Equity community engagement and benefits, and affordable housing scores to help select projects. Some of the other selection processes also include Equity considerations. The Council recognizes that we must continue to work to reduce disparities and the transportation systems' contribution to regional disparities and will share these comments with our partners who play roles in these project selection processes. The region's draft update to the Transportation Policy Plan specifically contains a Work Program item to conduct an Equity evaluation of regional transportation investment decision-making processes. The Council is committed to implementing recommendations from this study and others as we continue to learn how to make our transportation investment decision-making more equitable.
10.0	Ted Duepner	BikeMN	Climate change and racial justice/equity	<p>Impacts of climate change are greatest to black and brown communities. Equity and sustainability should be measured for each transportation project.</p> <p>Acknowledge the impact of TIP investments in the plan itself. The TIP is 116 pages long. Incredibly, in all that analysis and in all those project listings, the word "climate" does not appear one time. Nor are there any mentions of race. (The plan does mention "equity" and "sustainability" through references to policies in other documents.) Climate change and healing racial inequities are pivotal challenges in 2020 and will remain challenges in the years and decades to come. We request that the TIP include an analysis of how each transportation project and funding stream will impact our climate future and our current inequities and injustices. Transportation infrastructure and priorities are decimating our climate, are expanding and perpetuating economic inequality, and have been used to divide and destroy Black and brown communities. We need to know this won't happen again.</p>	Email	Comment noted, and we agree that climate change and racial inequities are priority challenges for our region and transportation system moving forward. The TIP is a compilation of federally funded transportation investments selected through a number of processes. Each process uses different criteria and measures, some of which use Equity considerations in the decision-making process. For example, the Regional Solicitation process, which comprises about 15% of the region's federal funds in the TIP, uses measures for Equity related to community engagement and project benefits, as well as affordable housing scores to help select projects. Other selection processes also include Equity considerations. The Council recognizes that we must continue to work to reduce disparities and the transportation systems' contribution to regional disparities, and we will share these comments with our partners who also play roles in these project selection processes. The region's draft update to the Transportation Policy Plan specifically contains a Work Program item to conduct an Equity evaluation of regional transportation investment decision-making processes. The Council is committed to implementing recommendations from this study and others as we continue to learn how to make our transportation investment decision-making more equitable.

10.1 Ted Duepner	BikeMN	Roadway expansion	Stop expanding roadways and focus on transit and active transportation	<p>Do not expand roadways. Don't just take money because it is there. Expanding roadways—whether through lane expansions, adding HOV lanes rather than restricting existing lanes to HOV lanes, or creating new flyovers or interchanges—induces demand for driving. This means that the more we build, the more people will drive. Yet we know we need to reduce the amount of miles people drive to meet even the most timid climate targets; we know we must close the gap between the ease of car travel and the ease of biking, walking, and transit if we are to deliver economic and racial justice to our communities. Move Minnesota understands that federal money is available for highway expansion and that accepting that money feels like the right thing to do—it's what our region has always done, and it's money coming to our communities. But the fact that someone will pay for something does not make it right. We ask that the Metropolitan Council refuse money for roadway expansion and redirect all local road expansion monies to biking, walking, and transit investments.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
10.2 Ted Duepner	BikeMN	Long-term policy plans	Thrive 2040 and the Transportation Policy Plan do not keep up with rapidly changing transportation priorities. The TIP should not rely solely on this outdated guidance.	<p>Act now. We recognize that the TIP relies on policy guidance in Thrive 2040, the Transportation Policy Plan (TPP), and other previously-written documents. Yet the world is changing incredibly fast, and these documents fall out of date faster than we could have imagined. When the TPP passed, the federal government was tightening CAFE standards for cars and trucks and was committed to carbon reduction. No longer. We need the Metropolitan Council to respond to current realities, not plans adopted six years ago. We request that the Metropolitan Council act in our collective best interest in the TIP, not just follow the letter of past plans.</p>	<p>Comment acknowledged. Both Thrive MSP 2040 and the Transportation Policy Plan articulate and focus on the priority outcomes of sustainability, livability and equity for our region. Our planning processes are focused on these outcomes and selection of investments follows from being consistent with and helping to achieve these desired regional outcomes. Many of our project selection and development processes do take a long time, but are based on collaborative, inclusive public processes to select the preferred investments. The investments that show up in the TIP are the result of these processes and are meant to get us to the outcomes articulated in our regional plans.</p>
11.0 Andy Singer	Saint Paul Bicycle Coalition	Roadway expansion	Stop expanding roadways and focus investments on reducing emissions and vehicle miles traveled and improving safety, and make investments in transit, bicycling and walking.	<p>The Transportation Improvement Program (TIP) doesn't discuss climate change, the biggest issue of our time. We cannot reduce carbon emissions unless we reduce Vehicle Miles Traveled (VMT). This is an indisputable fact. The more lane miles we build, the more we induce people to drive ...and nothing we do with electric vehicles will reduce carbon emissions unless we simultaneously reduce VMT. Yet the TIP commits hundreds of millions of dollars to expand highways! This is environmentally insane.</p> <p>Expanding highways is also fiscally insane. Every year MnDOT adds hundreds of lane miles of asphalt, bridges and infrastructure to the state's roadway system. That's hundreds more miles that need plowing, pothole filling, repaving and (eventually) reconstructing. Not only is this increasing carbon emissions, it's increasing maintenance budgets. According to a recent report by its Public Works Department, Saint Paul has a billion dollars in deferred street maintenance, at a time when State Aid money is shrinking due to COVID-related declines in gas-tax revenues. The metro region and the state will never get on top of its maintenance needs if it keeps adding more highway lanes. You can't balance the budget of an eternally expanding system.</p> <p>Just because there is federal money for HOV lanes, doesn't mean we should accept it and build them. It's an invitation to more debt, diminished air quality and increased carbon emissions. The MET Council and MnDOT are like a highway building machine that can't stop itself ...but it must stop if we're all going to survive.</p> <p>The TIP should institute a metro wide "Paving moratorium"-- and not commit money to any new roads or new highway lanes. Growth in demand should be met with better land use, better mixed-use zoning, affordable housing, transit, bicycling and walking. Maintaining "Level of service" for cars shouldn't be the goal of the MET Council. Getting people out of their cars, maintaining good air quality (and quality of life), maintaining affordable housing close to jobs, reducing carbon emissions and safety should be the MET Council's goals and these should be written into the TIP.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
11.1 Andy Singer	Saint Paul Bicycle Coalition	Climate change and racial justice/equity	Impacts of climate change and roadway expansion are greatest to black and brown communities.	<p>At a time when racism is the number one issue in Minnesota, the TIP also fails to mention the historical racism of automobiles and highway construction. African American neighborhoods were devastated by the construction of I-94 and I-35 in the Twin Cities. Thousands of people lost their homes and this is a major contributor to the huge disparity between black and white rates of home-ownership. These highways also dump huge amounts of particulate pollution in the overwhelmingly minority neighborhoods through which they run, particularly "Tire dust"-- particles of tires and brake disks linked to increased incidents of asthma in minority children and those living along highways or major boulevards. This is another reason that the TIP shouldn't advocate for highway expansion. It should be committing funds for capping or covering highways, so cities can regain some of their lost property tax base and commit funds for making amends to communities and families whom the highways destroyed. Again, the TIP can't do any of this if it's expanding highways.</p>	<p>Comment noted and agree that the impacts of roadway expansion and climate change have been greatest on the region's people of color. The TIP is a compilation of federally funded transportation investments selected through a number of processes. Each process uses different criteria and measures some of which use Equity considerations in the decision-making process. For example, the Regional Solicitation process, which comprises about 15% of the region's federal funds in the TIP, uses measures for Equity community engagement and benefits, and affordable housing scores to help select projects. Other selection processes also include Equity considerations. The Council recognizes that we must continue to work to reduce disparities and the transportation systems' contribution to regional disparities. The region's draft update to the Transportation Policy Plan specifically contains a Work Program item to conduct an Equity evaluation of regional transportation investment decision-making processes and the Council is committed to implementing recommendations from this study and others as we continue to learn how to make our transportation investments more equitable. The region's Transportation Policy Plan (TPP) also does seek to de-emphasize investments in roadway expansion and stresses that this should occur only after other options such as management/technology (such as signal timing) investments and low cost/high benefit spot mobility investments have been explored and shown not to be adequate to address the issues. The TPP then emphasizes that should expansion be necessary, the first priority for the regional highway system is to implement MnPass priced lanes which provide a benefit to transit and high occupancy vehicles and charge single occupant vehicles a fee during the peak hours.</p>
12.0 Christine Popowski		Climate change and racial justice/equity	Impacts of climate change are greatest to black and brown communities. Equity and sustainability should be measured for each transportation project.	<p>•Acknowledge the impact of TIP investments in the plan itself. The TIP is 116 pages long. Incredibly, in all that analysis and in all those project listings, the word "climate" does not appear one time. Nor are there any mentions of race. (The plan does mention "equity" and "sustainability" through references to policies in other documents.) Climate change and healing racial inequities are pivotal challenges in 2020 and will remain challenges in the years and decades to come. We request that the TIP include an analysis of how each transportation project and funding stream will impact our climate future and our current inequities and injustices. Transportation infrastructure and priorities are decimating our climate, are expanding and perpetuating economic inequality, and have been used to divide and destroy Black and brown communities. We need to know this won't happen again.</p>	<p>Comment noted, and we agree that climate change and racial inequities are priority challenges for our region and transportation system moving forward. The TIP is a compilation of federally funded transportation investments selected through a number of processes. Each process uses different criteria and measures, some of which use Equity considerations in the decision-making process. For example, the Regional Solicitation process, which comprises about 15% of the region's federal funds in the TIP, uses measures for Equity related to community engagement and project benefits, as well as affordable housing scores to help select projects. Other selection processes also include Equity considerations. The Council recognizes that we must continue to work to reduce disparities and the transportation systems' contribution to regional disparities, and we will share these comments with our partners who also play roles in these project selection processes. The region's draft update to the Transportation Policy Plan specifically contains a Work Program item to conduct an Equity evaluation of regional transportation investment decision-making processes. The Council is committed to implementing recommendations from this study and others as we continue to learn how to make our transportation investment decision-making more equitable.</p>

12.1 Christine Popowski	Roadway expansion	Stop expanding roadways and focus on transit and active transportation	<p>•Do not expand roadways. Don't just take money because it is there. Expanding roadways—whether through lane expansions, adding HOV lanes rather than restricting existing lanes to HOV lanes, or creating new flyovers or interchanges—induces demand for driving. This means that the more we build, the more people will drive. Yet we know we need to reduce the amount of miles people drive to meet even the most timid climate targets; we know we must close the gap between the ease of car travel and the ease of biking, walking, and transit if we are to deliver economic and racial justice to our communities. Move Minnesota understands that federal money is available for highway expansion and that accepting that money feels like the right thing to do—it's what our region has always done, and it's money coming to our communities. But the fact that someone will pay for something does not make it right. We ask that the Metropolitan Council refuse money for roadway expansion and redirect all local road expansion monies to biking, walking, and transit investments.</p>	Email	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p> <p>Most of the projects programmed in the TIP are being led by local governments (cities, counties, transit providers) or MnDOT. All of these agencies prioritize and design projects to fit the unique context and desires of their community. Every two years through the Regional Solicitation, the Council and TAB prioritize projects that receive federal funding by identifying projects that best meet regional goals and objectives for transportation. Most of the projects selected through this process include improvements for bicycles and pedestrians and these factors are considered when scoring and ranking projects for consideration. The Council does have plans for regional bicycle corridors and transit corridors documented in the 2040 Transportation Policy Plan that are used when scoring projects. More detail can be found on the Regional Solicitation webpage on metcouncil.org. At the end of the two-year cycle, the Regional Solicitation is evaluated and change to improve how projects are scored and prioritized. We will consider these comments during that time.</p>
13.0 Scott Eggert	Transit and active transportation	Improve transit, bike lanes and pedestrian infrastructure.	<p>1) Add a specific bicycle and pedestrian safety improvement 5 year plan with priorities 2) Add bike lanes, separated bike paths on all road projects, as a requirement 3) Design and fund major north/south and east/west car free commuter coordinators for bicycling, walking and buses between major cities, work and shopping areas.</p>	Email	
14.0 Jack Swift	Roadway expansion	Stop expanding roadways and focus on transit and active transportation	<p>My main comment is while you have proposed some good bike and non-car infrastructure, you've also committed hundred of millions of dollars to highway expansion and car-centric infrastructure. HOV lanes and car-first thinking is absolutely contributing to congestion in our city and continuing to worsen the effects of climate change.</p> <p>Please consider allocating some of this money for non-car centric infrastructure. The bike is a highly efficient mode of transportation and every bike on the road is someone who isn't driving. We absolutely need to get away from thinking about the car as the only mode of transportation and think about more flexible options.</p>	Email	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
15.0 Lael Belisle	Rush Line	COVID-19 impact on the need for Rush Line	<p>The COVID-19 virus has necessitated changes in how we travel. Fewer people are sharing rides or taking public transportation. More people are working from home and have no need to travel daily to their workplaces. The thinking is that these changes will remain even after the virus is gone. In light of this, I strongly question the need for the Rush Line. I hope the Rush Line Committee carefully considers this "new normal" before allocating funding for this project.</p>	Email	<p>Ramsey County is the lead agency for developing the Rush Line project and is currently responsible for project decision-making related to the stations and alignments, although the Council participates as a technical advisory. We will forward this comment to Ramsey County for consideration.</p>
16.0 Corrin Duque	Rush Line	Rush line route should move to Hwy 61	<p>This service needs to be designed with a route that meets the needs of residents and employees who need public transit - not just those who have cars and would like the added convenience. The line needs to run along businesses with easy access for section 8 housing and low income residents.</p> <p>The proposed route between 694 and downtown St Paul completely misses servicing the residents and businesses who need this service. Current route plan disrupts residential areas that don't need the service while completely failing to meet needs of low income residents or revitalising businesses. It makes no sense to divert from 61 to go down Buerkle Rd to Hazelwood and then via the BVT. It should continue along 61. If they insist on service to St Johns Medical complex and Mall it can divert to run up and down Beam and return to 61. Losing the natural beauty of a recreational trail at this point in time is a catastrophe not only for residential property values and peace but for health and wellness. Keeping the line on 61 services more residents who need the service. If White Bear Ave were not already so congested it would be the ideal route to serve residents and revitalise businesses but there is not sufficient space to run it via White Bear Avenue unless businesses partner with the effort. If this could be accomplished running the route down Buerkle (or Ct Rd D) to White Bear Avenue would be the best option. Otherwise staying on 61 all the way to Phaelen Blvd or E 7th is the best option.</p>	Email	<p>Ramsey County is the lead agency for developing the Rush Line project and is currently responsible for project decision-making related to the stations and alignments, although the Council participates as a technical advisory. We will forward this comment to Ramsey County for consideration.</p>
17.0 Karen Padilla	Rush Line	Rush line route should move to Hwy 61	<p>I have lived in Maplewood a Large majority of my life. I live along the BVT, I know this is owned by MET. But there are some many reasons not to put a bus zooming down the trail and past an Elementary school. The city and the country is being ravished currently by a pandemic so why not take something more away from the people. The buses could stay on roads and off the trail. I occasionally do ride the bus and they were empty before this pandemic. I don't believe you are listening to the people whom this will impact the most.</p>	Email	<p>Ramsey County is the lead agency for developing the Rush Line project and is currently responsible for project decision-making related to the stations and alignments, although the Council participates as a technical advisory. We will forward this comment to Ramsey County for consideration.</p>
18.0 Trisha Fowler-Ngu	Rush Line	COVID-19 impact on the need for Rush Line	<p>I feel the existing trail should be protected as a green space, even though I understand it was 'set aside' for possible transit development many years ago. My opinion is that the trail has become a valuable asset to the community over the years that it's been a walking/biking trail (without a road next to it)- I don't want to lose that. It's become even more special and needed by my family during the pandemic!</p> <p>Is the project being delayed and reevaluated in light of the pandemic and the resulting change in transit needs/traffic levels/ridership demand? Is there going to be any vote coming up about this project?</p>	Email	<p>Ramsey County is the lead agency for developing the Rush Line project and is currently responsible for project decision-making related to the stations and alignments, although the Council participates as a technical advisory. We will forward this comment to Ramsey County for consideration.</p>
19.0 Leah Schatz	Rush Line	Transit safety and crime	<p>We are proponents of mass transit where appropriate but we strongly oppose this Rush Line BRT project and are very concerned about this line stretching north out of the cities. Anyone that has ever hung out or waited at a train station in the city knows the anxiety of not feeling safe due to the demographic majority that hang out there. Many of the riders are homeless or do not pay and/or have mental illness. We already have an increase of crime spreading into the suburbs as many bars in Minneapolis and the surrounding areas are closing early and those patrons are venturing out to the bars in the suburbs and causing problems-I learned this from bar/restaurant employees in the area. This will bring an increase in crime and loitering to our suburb neighborhoods.</p>	Email	<p>Ramsey County is the lead agency for developing the Rush Line project and is currently responsible for project decision-making related to the stations and alignments, although the Council participates as a technical advisory. We will forward this comment to Ramsey County for consideration.</p>

20.0 Ethan Cherin	Roadway expansion	Expanding roadways and highways contributes to climate change	<p>I am writing to express dismay that the Met Council's TIP does not address the climate implications of the plan in the plan itself. There is a lot of investment in highways and roads in this plan - without an adequate accounting of the environmental costs over the next few decades, it amounts to an irresponsible use of community dollars to fund things that are popular (highways) without acknowledging their contribution to the climate emergency that we are currently experiencing.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
20.1 Ethan Cherin	Racial justice/equity	The TIP does not address racial equity implications of spending	<p>Also absent from the document is any accounting of the equity implications of this spending, especially when it comes to racial equity. The events of this summer, hopefully, have shown that we cannot continue to ignore race and equity when we make public policy.</p>	<p>Comment noted, and we agree that climate change and racial inequities are priority challenges for our region and transportation system moving forward. The TIP is a compilation of federally funded transportation investments selected through a number of processes. Each process uses different criteria and measures, some of which use Equity considerations in the decision-making process. For example, the Regional Solicitation process, which comprises about 15% of the region's federal funds in the TIP, uses measures for Equity related to community engagement and project benefits, as well as affordable housing scores to help select projects. Other selection processes also include Equity considerations. The Council recognizes that we must continue to work to reduce disparities and the transportation systems' contribution to regional disparities, and we will share these comments with our partners who also play roles in these project selection processes. The region's draft update to the Transportation Policy Plan specifically contains a Work Program item to conduct an Equity evaluation of regional transportation investment decision-making processes. The Council is committed to implementing recommendations from this study and others as we continue to learn how to make our transportation investment decision-making more equitable.</p>
21.0 Jesse Mortenson	Roadway expansion	Expanding roadways and highways contributes to climate change	<p>I'm writing to ask the proposal to be changed to remove all funding for highway/freeway expansion. It's global climate change staring us right in the face right now! Scare resources have to be spent getting people to walk, bike and take transit. Not invest in decades more of sprawling 1-person-per-car commuting.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
22.0 Aaron Ilika	Roadway expansion	Stop expanding roadways and focus on transit and active transportation	<p>I am concerned about the large amount of money proposed in the TIP for highway projects. While the TIP draft does make mention of various air quality concerns, there's no mention whatsoever of climate change in the document. In my home city of Minneapolis, we have declared a climate emergency and continue to evaluate investments in transportation in terms of their effect on climate. Worldwide, temperatures continue to rise, and we have precious little time to reduce emissions to a sustainable level.</p> <p>Any investment in highways is an investment in more emissions and pushes us in the wrong direction. I'm sure you're familiar with the phenomenon of induced demand, where building more roads (or adding lanes to existing roads) creates more driving, more emissions, and more demand for roads/lanes. Rather than adding to our already excessive network of emissions-generating roads, we should work to cap or convert highways/freeways to other uses, or otherwise reduce the amount of existing roadways. Funds that would be used for roadway expansion should be shifted to transit, walking, and biking enhancements. If funds such as federal monies are only available to be spent on car infrastructure, we should decline them.</p> <p>I'm glad that the TIP includes dedicated funding for transit and bike/pedestrian projects; I'd urge you to reduce highway investment to the bare minimum in order to maintain existing facilities rather than expand them. Expanding facilities would ultimately undermine the TIP's stated goals of reducing fatalities and serious accidents and maintaining air quality.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
23.0 Laura Kunde	Rush Line	Rush Line is unneeded in northeast suburbs	<p>I live in white bear lake and this rush line is not something I want as well as many people from white bear. It will take away from the charm this city is known for. No one is going to come from saint Paul and other cities to come to white bear. If you ride a bus to at Paul fir work people take the express bus from Maplewood, not riding a bus line with 20 to 30 stops.</p> <p>We pay way to much in taxes to begin with and with covid now and the uncertainty that will bring in the future. We do not need to waste money on this rush line.</p> <p>This city does not seem to want to listen to thier citizens if they disagree with what the city wants. It's bad enough they are approving all these tall apartment buildings that are never full that a majority of the citizens do not want.</p> <p>Start listening to your citizens and what they want fir the community, they are the ones paying taxes and city salaries.</p> <p>Thank you</p>	<p>Ramsey County is the lead agency for developing the Rush Line project and is currently responsible for project decision-making related to the stations and alignments, although the Council participates as a technical advisory. We will forward this comment to Ramsey County for consideration.</p>

						<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
Kevin Somdahl- 24.0 Sands	Roadway expansion	Stop expanding roadways and focus on transit and active transportation	<p>I am concerned about the extensive expansion of roadways that seems to be the priority of the in TIP once again this year. The Metro Area has many existing roads and bridges that need repairs and so a fix-it-first strategy should be the priority.</p> <p>Many changes are happening in our region. The Covid pandemic has radically shifted transportation habits and commutes - changes that are very likely to continue now that the vast majority of businesses, managers, and employees have learned how to telecommute and have seen many benefits as a result. Similarly, many people are using local walk/bike paths to stay active in their communities, and this increased use is making to more urgent to focus on many local connections that could be built and/or made more safe</p>	Email		
Kevin Somdahl- 24.1 Sands	Climate change and racial justice/equity	Impacts of climate change and roadway expansion are greatest to black and brown communities.	<p>I urge you to incorporate analysis of the impact of transportation projects on climate and racial disparities.</p> <p>I am writing this email in opposition to the proposed bus line on the Bruce Vento Trail.</p> <p>I see absolutely no good reason to have another bus line running out this direction. We do not have the business in Maplewood or White Bear Lake to support it. The mall is half shuttered and there are vacant spaces to lease all over the area. There are buses running out here all day long nearly empty. What we have isn't supported so why more?</p> <p>The trail is beautiful and has high usage, all times of the day with bikers and walkers. The wildlife, which includes deer, coyotes, Great Horned Owls, turkeys, hawks, fox, reside all along the trail and where would they go? Instead we will have buses and 21 bus stops. No thank you.</p> <p>And then we have the crime situation. The eastside is a mess with crime and all this will do is make access easy to reach the suburbs. We don't have enough officers to support what you will be bringing out here.</p>	Email	<p>Comment noted, and we agree that climate change and racial inequities are priority challenges for our region and transportation system moving forward. The TIP is a compilation of federally funded transportation investments selected through a number of processes. Each process uses different criteria and measures, some of which use Equity considerations in the decision-making process. For example, the Regional Solicitation process, which comprises about 15% of the region's federal funds in the TIP, uses measures for Equity related to community engagement and project benefits, as well as affordable housing scores to help select projects. Other selection processes also include Equity considerations. The Council recognizes that we must continue to work to reduce disparities and the transportation systems' contribution to regional disparities, and we will share these comments with our partners who also play roles in these project selection processes. The region's draft update to the Transportation Policy Plan specifically contains a Work Program item to conduct an Equity evaluation of regional transportation investment decision-making processes. The Council is committed to implementing recommendations from this study and others as we continue to learn how to make our transportation investment decision-making more equitable.</p>	
25.0 Toni	Rush Line	Rush Line is unneeded in northeast suburbs	<p>I don't know what we can do to put an end to this expensive unneeded line but the majority of us out in the Maplewood and WBL area are against it. We will keep fighting it.</p> <p>STOP111 RE-EVALUATE. STOP WASTING THE TAX PAYORS MONEY.</p> <p>Last fall I was at Harvest Park and came across a group of employees from the rush line project. I looked over their board, completed a few questions asked on a piece of paper, listened to their little talk. They asked me what I thought and I told them, in a nice way, that I thought it was a waste of tax paper money. They got a little standoffish. The highlight of their conversation was about individuals living in white bear and along the proposed route that would benefit from the rush line as these individuals do not have transportation and they live within walking distance of a rush line bus stop. I only know two people who don't have transportation. These individuals are single mothers on welfare who live in apartment housing no where near where the rush line route. I felt there would be low ridership and no need to have busses constantly looping around from white bear to st Paul. Are there that many individuals that work downtown St Paul that live along the proposed route that don't have a car? Another highlight was that it was a rush line. With that many stops that are proposed an individual would get to downtown St Paul faster by getting on a bus at the Maplewood Mall that "might" make a stop at CR C P&R before rushing to downtown. I used to work downtown St Paul. When gas prices increased I started riding the bus getting on at the CR C park and ride (over 10 years ago). If you got on a popular pick up time the bus might not having seating available with individuals standing. I actually parked at the Hmong church. As gas prices decreased so did the ridership, there is no longer over flow parking at the church. Since the pandemic there is only 1 car (ONE) that is parking in the park and ride and its gone shortly after 3:30pm. I'm not sure how many cars are parked at the mall or what the ridership is; BUT when I do see a bus there is hardly anyone on it or it appears to be empty. Bus routes are still operating going to Minneapolis and St Paul. Before the pandemic happened many office employees were already demanding to have flexibility in their jobs allowing them to work from home. I don't foresee many of these individuals who have transitioned to working at home returning to their offices. My husbands office reopened. He has yet to go into the office to work. Actually nobody is. They have a schedule calendar that individuals must sign into to reserve office space time so that they are allowing for distancing. No one is scheduling - no one is going into the office. They gave up their company parking spaces even and are looking to lease a small office space as they still need the presence of a physical office. We go downtown St Paul maybe once a year to a concert. Have never been able to enjoy a meal out before the event as its hard to find a place without making reservation well before hand (days a head). There is no way we would ever consider riding transit of any kind that time of night. I really do believe they need to reevaluate this project due to new circumstances.</p> <p>I know your are not listening.... You never have.</p>	Email	<p>Ramsey County is the lead agency for developing the Rush Line project and is currently responsible for project decision-making related to the stations and alignments, although the Council participates as a technical advisory. We will forward this comment to Ramsey County for consideration.</p> <p>Ramsey County is the lead agency for developing the Rush Line project and is currently responsible for project decision-making related to the stations and alignments, although the Council participates as a technical advisory. We will forward this comment to Ramsey County for consideration.</p>	
26.0 Roni Larson	Rush Line	Rush Line is unneeded in northeast suburbs	<p>Please find attached a draft TIP comment letter from District Engineer, Mike Barnes, at the Minnesota Department of Transportation (MnDOT) – Metro District. This letter and table documents the changes to the TIP from the time the draft was submitted for TAB review to the end of the public comment period.</p>			
27.0	MnDOT Metro	Technical comments	<p>Please find attached a draft TIP comment letter from District Engineer, Mike Barnes, at the Minnesota Department of Transportation (MnDOT) – Metro District. This letter and table documents the changes to the TIP from the time the draft was submitted for TAB review to the end of the public comment period.</p>	Email	<p>These changes are reflected in the 2021-24 TIP.</p>	

							Comment noted, and we agree that climate change and racial inequities are priority challenges for our region and transportation system moving forward. The TIP is a compilation of federally funded transportation investments selected through a number of processes. Each process uses different criteria and measures, some of which use Equity considerations in the decision-making process. For example, the Regional Solicitation process, which comprises about 15% of the region's federal funds in the TIP, uses measures for Equity related to community engagement and project benefits, as well as affordable housing scores to help select projects. Other selection processes also include Equity considerations. The Council recognizes that we must continue to work to reduce disparities and the transportation systems' contribution to regional disparities, and we will share these comments with our partners who also play roles in these project selection processes. The region's draft update to the Transportation Policy Plan specifically contains a Work Program item to conduct an Equity evaluation of regional transportation investment decision-making processes. The Council is committed to implementing recommendations from this study and others as we continue to learn how to make our transportation investment decision-making more equitable.	
28.0	Catherine Windyk	Climate change and racial justice/equity	Impacts of climate change and roadway expansion are greatest to black and brown communities.	Our transportation systems have had and continue to have detrimental effects on BIPOC communities, which are also hit harder by climate change. A program with such a large reach must include careful consideration of these important issues.	I support the inclusion of an analysis of how each transportation project and funding stream will impact our climate future and our current inequities and injustices.		Email	
28.1	Catherine Windyk	Roadway expansion	Stop expanding roadways and focus on transit and active transportation	We cannot build our way out of congestion with more freeways, and we cannot address the climate crisis by inducing more driving, which roadway expansion is proven to do. We must invest in biking, walking, and transit, making them easier than driving.	I support a refusal of money for roadway expansion and a redirection of all local road expansion monies to biking, walking, and transit investments.		Email	
28.2	Catherine Windyk	Long-term policy plans	Thrive 2040 and the Transportation Policy Plan do not keep up with rapidly changing transportation priorities. The TIP should not rely solely on this outdated guidance.	We are in a dynamic time with opportunities to address racial inequities, the climate crisis, and the livability of our region. It would be an oversight to proceed with the TIP as drafted. Please take the chance given with the TIP to move our region forward to a brighter future, rather than one that preserves the status quo and leads further down the path to social and environmental breakdown.	I support a request for the Metropolitan Council to respond to current realities, not plans adopted six years ago, and that the Metropolitan Council act in our collective best interest in the TIP, not just follow the letter of past plans. The realities of today are different than those of yesterday. We must be nimble and willing to change course when needed.		Email	
29.0	Emilie Wille	Roadway expansion	Stop expanding roadways and focus on transit and active transportation	Please make the climate a priority in this plan and do not use funds to expand highways.	I would like to offer some comments on the 2021-2024 TIP. I applaud the bike, walking, and transit infrastructure proposed in the plan. We are in a climate crisis right now, and I oppose the inclusion of funding for highway expansions, which disproportionately result in high levels of air and noise pollution for low-income communities. I would urge you to divert a larger proportion of funding to bike, pedestrian, and transit improvements while also adopting a climate lens for the program. We must consider the health outcomes of the planet and city residents in transportation improvements; this city should be safe and healthy for ALL to live in, for many years to come.		Email	
30.0	MnDOT Central	Text and technical edits	Text and technical edits	See attached			Email;#Letter	
31.0	Jill Robison	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.	Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways. Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future. The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized. The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.		Sierra Club	
								The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.
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31.1 Jill Robison	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
32.0 Thressa Johnson	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
32.1 Thressa Johnson	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

			<p>We've seen during the pandemic that we need more walking/biking paths, not more roads for cars. Use this time to shift our city for the better!</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
<p>33.0 Ariel Kagan</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on transit and active transportation</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
<p>Jennifer Harmening 34.0 Thiede</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on transit and active transportation</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

<p>Jennifer Harmening 34.1 Thiede</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
<p>35.0 Bryan Wyberg</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on transit and active transportation</p>	<p>I believe it is imperative that we increase the fast transit options available so that folks can move efficiently and quickly all across the metro area. We do not need more lanes. We need smart transit options.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
<p>35.1 Bryan Wyberg</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

			<p>What the Twin Cities metro area needs is efficient, convenient, and affordable options to get where we need to go. Fast transit. Better bike lanes. Safer streets for everyone.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
36.0 Cindy Buschena	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
36.1 Cindy Buschena	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p> <p>As a person who lives in a rural area but drives into the cities for work, I believe we would be much better served by adding more bus routes for rural-to-urban travel, proactively promoting ride-sharing/carpooling, providing more vanpools, and adding more park-and-rides in suburban and rural communities. I know COVID has made public transit difficult but that won't last forever. We need to be building transit capacity that is much less toxic to our environment.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
37.0 Leslie MacKenzie	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation		Sierra Club	

37.1 Leslie MacKenzie	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
38.0 Antonio Pacifico	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
38.1 Antonio Pacifico	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

39.0 Kelsey Brodt	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
39.1 Kelsey Brodt	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
40.0 Doug Jost	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

40.1 Doug Jost	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
41.0 Robert H Albers	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
41.1 Robert H Albers	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
41.2 Robert H Albers	Electric vehicles	Promote and refine electric cars	Work on promoting and refining electric cars.	<p>Email</p> <p>We agree very much with the value electric vehicles will provide in climate mitigation and public health. The Metropolitan Council is developing a study to begin before the end of 2020 that will bring many public, private and non-profit agencies together to advance the work on accelerating the use of electric vehicles in the Twin Cities.</p>

42.0 Amelia Narigon	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
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43.0 Vicki Smith	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

43.1 Vicki Smith	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
44.0 Gerald Nolte	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
44.1 Gerald Nolte	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

			<p>Think about the future, not the past or present.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
45.0 James Kalb	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation		Sierra Club
45.1 James Kalb	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
46.0 Charles Fitze	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

46.1 Charles Fitze	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
47.0 Larry Bogolub	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
47.1 Larry Bogolub	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

48.0 Susan Macpherson	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>There is only a limited window to escape the devastating effect of continuing our current polluting practices. We have to change our ways and we have to do it now. Please take us in the right direction.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
48.1 Susan Macpherson	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
49.0 Peggy Erickson	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

49.1 Peggy Erickson	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
50.0 Sheila Maybanks	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Not enough transit in the suburbs Why are planners and developers still being so car centric? Lets plan for the future, not the past!</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
50.1 Sheila Maybanks	Parking	Promote best practice in parking policy	<p>Too many parking spaces in retail areas!</p> <p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

51.0 Linda Neukircher	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
51.1 Linda Neukircher	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
52.0 Janelle Hill	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

52.1 Janelle Hill	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
53.0 Karen Javurek	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
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54.0 Rebecca Shockley	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
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Elizabeth and Wayne Paulson and 55.0 Mayer	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

<p>Elizabeth and Wayne Paulson and 55.1 Mayer</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
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<p>William 'Skip' 56.0 Dykoski</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on transit and active transportation</p>	<p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
<p>William 'Skip' 56.1 Dykoski</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

57.0 Betsey Porter	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
57.1 Betsey Porter	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
58.0 Cora Preston	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

			<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
58.1 Cora Preston	Parking	Promote best practice in parking policy		
		<p>Increase the metro system in the Twin Cities and create a more reliable bus system</p>	<p>I love Minneapolis and St. Paul, but if I had one criticism it would be about the public transportation. I love big cities with metro systems because they're fast, green, and attractive when seen moving throughout the city. I would urge you to increase the metro system in the Twin Cities and create a more reliable bus system as Metro Transit is frequently late on their routes which is dangerous in cold, Minnesotan winters. We need to invest in green infrastructure to build the path for a sustainable and environmentally just future.</p>	<p>The TIP actually includes funding for eight additional METRO lines to open or at least begin major project spending in the next 4 years. This is actually an unprecedented amount of transit expansion in the region's history. The Council and its transit partners are continuing to explore additional funding to accelerate the build out of a transit system that better serves the region's residents and businesses. The legislature has indicated support for general obligation bonds for several arterial bus rapid transit lines and the Council and TAB are in the process of allocating up to \$25 million to an additional line in next year's TIP. There are also improvements being planned or considered for the local bus system with a focus on speed and reliability. Metro Transit, the region's largest transit provider, is currently working on an effort called Network Next that will explore additional improvements. You can learn more at https://www.metrotransit.org/network-next. By and large, the proposed TIP is making the largest commitment to transit expansion in the region's history, but the Council and its transit partners share your desire to continue to do more to make the transit system one of the best in the country.</p>
59.1 Brayden Mahoney	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
59.2 Brayden Mahoney	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

60.0 Grecia Glass	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
60.1 Grecia Glass	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
61.0 Vicki Drake	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

61.1 Vicki Drake	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p> <p>spending on private autos and shift funding to transit, bicycling, walking and the ways these modes connect to give people more affordable options to get around where they live and to get to opportunities, such as education and jobs. This kind of access is fundamental to healthier lives. At this time of heightened awareness of persistent inequality and of the effects of climate change, we have to make a break from the past. Too often transit and connecting modes fight for a small pie of funding while roads are extended without comparable hoops to jump through. This is, as my grandmother (who was saucy) would say, bass-ackwards. Affordable connectivity is where it's at. Please shift your priorities. Put jobs and housing along high capacity transit. Make neighborhoods safe for people walking and bicycling. All neighborhoods. We need to show that we can be intentional about including neighborhoods too long ignored. We need to show we can build a future with affordable, healthy opportunity for all Minnesotans - in the cities and suburbs and rural areas too.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
62.0 Hilary Reeves	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
62.0 Hilary Reeves	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
63.0 Scott Russell	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
64.0 Jean Greenwood	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

64.1 Jean Greenwood	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
65.0 Nicole Davis	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
65.1 Nicole Davis	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

66.0 Robert Smith	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
66.1 Robert Smith	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
67.0 Denise Marlowe	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

67.1 Denise Marlowe	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
68.0 Natasha Villanueva	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>I support transitioning to completely renewable energy and happily make sacrifices to bike, ride public transportation, and hope to one day own an electric car. We must convert transportation modes to make them more efficient and sustainable and ensure everyone is on board.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
68.1 Natasha Villanueva	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

<p>Deborah L 69.0 Steinmetz</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on transit and active transportation</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
<p>Deborah L 69.1 Steinmetz</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
<p>70.0 Nicole Everling</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on transit and active transportation</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

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71.0 Sten Severson	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>I bike to work until it is too cold and then I take the bus. Expanded bike lanes, more frequent bus service, expanded light rail system and regional rail are priorities for me so I can drive less and do more.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
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72.0 Anthony Hirschman	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
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73.0 Brian Adams	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

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74.0 R A Fuller	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>NOAA has just announced over 20 named hurricanes for 2020, an all time record. Climate change s a big factor. Please emphasize clean transportation options.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
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75.0 Jonathan Eirten	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
75.1 Jonathan Eirten	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
76.0 Jerry Lee	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>We need to cut back on gas powered traffic in the Twin Cities and improve on mass transit systems to replace the automobile.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

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77.0 Alana Hendrickson	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
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78.1 Kate Blau	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
79.0 Jason Husby	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

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80.0 Paul Moss	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
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81.0 Sheila Tran	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
81.1 Sheila Tran	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
82.0 Autumn Raw	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Invest in people and the planet, no more business as usual! Business as usual is killing us!</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

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83.0 Tommy Markley	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion. The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
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84.0 Tim Meinke	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

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85.0 Jennifer Schally	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
85.1 Jennifer Schally	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

86.0 Daniel Dummer	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
86.1 Daniel Dummer	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
87.0 Martha Pott	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>I believe in mass transit and improved maintenance of our existing infrastructure.&nbsp; Less cars on the road would be a win win.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

87.1 Martha Pott	Parking	Promote best practice in parking policy	The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.	Sierra Club	The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development . Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.
88.0 Brian Wilkerson	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>I would like to be able to bike to work, or the library, etc. One of the problems is the lack of sidewalks. I'd rather not bike on the street, at least not busy ones.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p>	Sierra Club	The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.
88.1 Brian Wilkerson	Parking	Promote best practice in parking policy	The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.	Sierra Club	The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development . Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.

			<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
89.0 Kjirstin Campos	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation		Sierra Club
89.1 Kjirstin Campos	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
90.0 Audrey Kingstrom	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

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91.0 Elizabeth Stoltz	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p>	Sierra Club	The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.
91.1 Elizabeth Stoltz	Parking	Promote best practice in parking policy	The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.	Sierra Club	The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development . Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.

	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
92.0 Ryan Baka	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
93.0 Julie Sell	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Safe, convenient and affordable transit options can link our neighborhoods, revitalize our economy and help save the environment. Please support transit.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

93.1 Julie Sell	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
94.0 Pamela Martin	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
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			<p>Our future depends on clean transportation options. Time is running out to shift and I beg you to act now in ways that ensure a sustainable future for all in our community.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
95.0 Delaney Russell	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation		Sierra Club
95.1 Delaney Russell	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
96.0 Lisa Barry	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

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97.0 Sasha Lewis-Norelle	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
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<p>Susan Reichel- 98.0 Halverson</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on transit and active transportation</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
<p>Susan Reichel- 98.1 Halverson</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
<p>99.0 Beatel Iliff</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on transit and active transportation</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

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100.0 Molly Ludden	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p>	Sierra Club	The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.
100.1 Molly Ludden	Parking	Promote best practice in parking policy	The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.	Sierra Club	The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development . Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.

101.0 Adam Bastian	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>As a recent college graduate, I am concerned about Minnesota's future due to climate change and systemic racism, which continue to endanger lives of Minnesotans and millions of others around the world. Right now, I am urging you to adopt clean, equitable transportation options, such as, more walking paths, bike trails, and Metro/mass transit. The future of our state and our world starts with the actions we take today, and I am asking you to work with me to help make a difference. Thank you for your time and consideration.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.
101.1 Adam Bastian	Parking	Promote best practice in parking policy	<p>The world would be better off without the internal combustion engine. Let's work to minimize the carbon imprint of transportation. Single occupant vehicles need to be the exception, not the rule.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development . Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.
102.0 Keith Thompson	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>The world would be better off without the internal combustion engine. Let's work to minimize the carbon imprint of transportation. Single occupant vehicles need to be the exception, not the rule.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.

102.1 Keith Thompson	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
103.0 Charles R Steffel	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>I want to be able to use an EV on National highways not only Interstate.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
103.1 Charles R Steffel	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

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104.0 Frank Steinhauer	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
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105.0 Kathleen Kaysinger	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
105.1 Kathleen Kaysinger	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
106.0 Michael Chutich	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

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Pierre Gingerich-107.0 Boberg	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>We need options that prioritize bikes (not forcing bikes on bike lanes to stop every block), that provide cheap transit accessible to all, that facilitate mixed bike/public transit commuting options, that give access for all neighborhoods.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
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108.0 April Narcisse	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
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109.0 Adrianna Jereb	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>I live in St. Paul and do not own a car. I am reliant on my bike, my legs, public transit, and the occasional Lyft to get around. It is possible - but decision makers could make it a lot easier by investing in public transit, bike lanes, and walking paths. Those should be the priorities! Highways do not need to be expanded. I don't want my taxes to pay for something I rarely use, especially since there are many people like me who do not own cars, and who would greatly benefit if our public funds went to the transportation methods we can all use.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

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110.0 Randy Nies	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
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111.0 Andrew Larson	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
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112.0 Debbie Meister	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>No to road expansion. Yes to transit, bikes and pedestrians.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

112.1 Debbie Meister	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
113.0 Carie Stattman	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
113.1 Carie Stattman	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

114.0 Susan Kallman	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>I don't understand why adding more lanes to our highway infrastructure would be considered the solution to heavy traffic. Instead of encouraging car traffic, we should be investing in clean transportation options.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
114.1 Susan Kallman	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
115.0 Susan McNichols	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>We need more electric vehicle charging stations throughout the city and more public transportation. This will be crucial to achieve the Paris Agreement Commitments.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

115.1 Susan McNichols	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
116.0 Joshua Houdek	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
116.1 Joshua Houdek	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

117.0 Matthew Saxe	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
117.1 Matthew Saxe	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
118.0 Kristel Buck	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Bike, walking path's and mass transit are the best way to go!!!</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

			<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
118.1 Kristel Buck	Parking	Promote best practice in parking policy	<p>This is your chance to be an innovator for Green Infrastructure!</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
119.0 Susan Metheny	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
119.1 Susan Metheny	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

120.0 Gavin Kraus	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
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121.0 Ridwaana Allen	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Planning is all about looking towards the future we want. We want less automobile dependence and it's associated negative impacts and we want more sustainable transportation. The past is done but the future remains to be seen. I hope you can help contribute to a future better than past mistakes.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

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121.1 Ridwaana Allen	Parking	Promote best practice in parking policy		
122.0 Jack Tungseth	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
122.1 Jack Tungseth	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

123.0 Caitlin Boley	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Especially now as a viral infection that attacks or lungs and leaves lasting damage is decimating or communities and or economy and threatening our livelihoods, it is more clear than ever that we can no longer prioritize transportation that has a direct impact on our health by increasing air pollution. Increased air pollution, particularly from highways had been proven to lead to an increase in childhood asthma. Our families' lungs need to start as strong as possible.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
123.0 Caitlin Boley	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metrocouncil.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metrocouncil.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
124.0 Scott Dahlquist	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>COVID-19 will eventually pass, and people we will be able to put more people in mass transit. As a society we need to take steps away from designing everything around the single passenger car.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

			<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
124.1 Scott Dahlquist	Parking	Promote best practice in parking policy	<p>You got this! We need to act and prioritize clean transportation options. The science is here; be the leaders our children and our planet needs for their future.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
125.0 Sarah Nurnberger	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
125.1 Sarah Nurnberger	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

126.0 Lois Marie Larson	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
126.0 Lois Marie Larson	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
127.0 Jennifer Krinke	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>I don't drive but rely on public transportation. Please make it easier for people like me to get where I need to go! Thank you.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

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127.1 Jennifer Krinke	Parking	Promote best practice in parking policy		
128.0 Jim Hawkins	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
128.1 Jim Hawkins	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

129.0 Danette Knickmeier	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
129.1 Danette Knickmeier	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
130.0 Brandon Allen	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

130.1 Brandon Allen	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
131.0 Lynn Fuller	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
131.1 Lynn Fuller	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

132.0 Melissa Partin	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>It is important to me that my State's leadership makes meaningful steps toward reducing air pollution caused by single occupancy vehicles. This can only be accomplished by halting construction of new infrastructure for single occupancy vehicles and using those funds instead to build up safe bike and pedestrian infrastructure and electrified public transit.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
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133.0 Jon Lee	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

133.1 Jon Lee	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
134.0 Richard Newmark	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Encouraging biking and walking and transit will curb both the obesity And climate crisis pandemics.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
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135.0 Rachel Schulman	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
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136.0 Adrian Bennett	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>My small residential street was a quiet place where children could play several years ago. Based on my systemic understanding of the neighborhood, I contend it is likely most drivers are going to places under 5mi away. There is another way that is better for their wallets and our city. Keep housing costs in the city affordable and crucial service providers will not have to commute in on new freeways from cities they can actually afford.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

			<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
136.1 Adrian Bennett	Parking	Promote best practice in parking policy		Sierra Club
		<p>Roadway expansion and climate change</p> <p>Stop expanding roadways and focus on transit and active transportation</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
137.0 Dick Ottman				Sierra Club
			<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
137.1 Dick Ottman	Parking	Promote best practice in parking policy		Sierra Club
137.2 Dick Ottman	Transit taxing authority	Give Metropolitan Council Transit taxing authority to raise revenue and not rely on the MN legislature.	It is extremely important to give Metropolitan Council Transit taxing authority so they can raise their own revenue and not rely on the MN legislature.	Email

			<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
138.0 Alice Madden	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation		Sierra Club
138.1 Alice Madden	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
139.0 Ann Skoog	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

139.1 Ann Skoog	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
140.0 Lucy Elliot	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Time, energy and money should be dedicated to fixing people issues, not enhancing transportation!</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
140.1 Lucy Elliot	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

			<p>Now that there are a lot more people riding bikes, it's a great time to prioritize clean options for getting around.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
141.0 Maryann McMahon	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation		Sierra Club
141.1 Maryann McMahon	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p> <p>I have used exclusively public transit for six years in our city and I know from personal experience that this is what we need! I need more reliable, more frequent, faster transit with more bikers and walkers and less cars on the road! Less noise pollution, less literal pollution. This is a win, win, win for our city.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. 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142.0 Joseph Rojas	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation		Sierra Club

142.1 Joseph Rojas	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
143.0 Rich Nymoer	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
143.1 Rich Nymoer	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

			<p>I grew up in the Twin Cities, a proud resident of Saint Paul and alumnus of Carleton College. I greatly valued the ability to bike along the river pathways and navigate the city without driving an individual car. I want to see the Twin Cities continue this trajectory by innovating our pedestrian, bike, and public transit infrastructure to make it fun, healthy, convenient, and efficient to travel locally without the need for a car. This in turn makes our cities a more equitable place to live.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
<p>Devin Tomson-144.0 Moylan</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on transit and active transportation</p>	<p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p>
<p>Devin Tomson-144.1 Moylan</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue if there is sufficient interest in the Council providing guidance to local governments.</p>
<p>Devin Tomson-144.1 Moylan</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue if there is sufficient interest in the Council providing guidance to local governments.</p>

145.0 Leanne Segersin	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>As someone who suffers from anxiety while driving and traveling in general, it is important to me to have more mass transportation both for mental health and environmental reasons.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
145.1 Leanne Segersin	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
146.0 Cheryl Ritenbaugh	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
146.1 Cheryl Ritenbaugh	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

147.0 Amy Grace	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
147.1 Amy Grace	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
148.0 N Gardner	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Make public transportation and infrastructure a priority in our city. We don't need more highways and parking ramps.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

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148.1 N gardner	Parking	Promote best practice in parking policy		
149.0 Amelia Shoptaugh	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
149.1 Amelia Shoptaugh	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

<p>Katie and Rick 150.0 Fournier</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on transit and active transportation</p>	<p>Please improve our public transit system! More routes, going more places! Such expansion will make public transit more equitable and available to everyone who needs it.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
<p>Katie and Rick 150.1 Fournier</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
<p>151.0 Pamela Thinesen</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on transit and active transportation</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

151.1 Pamela Thinesen	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
152.0 Ellen Jaquette	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Prioritizing highway expansion is not a long-term solution to our transportation and climate crisis. I encourage you to take bold action and think about future Minnesotans and what is sustainable economically and environmentally.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
152.1 Ellen Jaquette	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

153.0 Daniel Tikk	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>The choice of how we prioritize transportation infrastructure is key to economic development and the health of the people of our state. Getting people out of cars and into mass transit, bikes, and walking will promote small business foot traffic, improve the air quality for those who live closest to major roads, and will lead to more active and healthy citizens. Much of the negative health outcomes in our country can be traced back to the transportation choices of the past and our over-reliance on personal vehicles. Promote economic activity by getting people out of cars to more easily be able to stop into local businesses, removing the need for as much parking and roadways to promote a greener and healthier community. The way to improve our society is by improving our transportation options.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
153.1 Daniel Tikk	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
154.0 Rebecca Shedd	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

154.1 Rebecca Shedd	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
155.0 Erin Henry	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>For my family, the bike commuting lifestyle has resulted in stress reduction, better fitness, and more enjoyment of our neighborhood and city. But we are very fortunate to have good bike access to our home and workplaces. I really believe that if the city invests in biking infrastructure, it will result in a healthier and more connected population, besides making it possible for more people to access business areas.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
155.1 Erin Henry	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

156.0 Deborah Alper	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>I am 76 years old my husband 84. We live in st.Paul and mostly bike To get around in the summer and walk and use transit in the winter. Our car is used occasionally for trips out of town. Every time we make such a trip we're struck by the many massive, intricate road projects cutting through our communities: flyovers and bridges adding negatively to the urban landscape near downtown Minneapolis, the highway lanes heading north from downtown St. Paul to name a few. All this, while poor, old St. Paul barely can manage to patch the many potholes we see on the streets every day, or find the money to complete a downtown bicycle loop. I hope the council will prioritize local needs of this type that add appreciably to the quality of life for citizens. In your review of TPP and TIP, please consider the long term negatives of more highway building.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>	Sierra Club
156.1 Deborah Alper	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>	Sierra Club
157.0 Steven Steele	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>	Sierra Club

157.1 Steven Steele	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
158.0 Elissa Schufman	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
158.1 Elissa Schufman	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

159.0 Nicholas Vorpahl	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
159.1 Nicholas Vorpahl	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
Kathryn L 160.0 Giebenhain	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>While I live in AZ now, I was born and raised in the Twin Cities and I still go there to visit friends and relatives as often as possible. I believe MN is a leader to show the way for the rest of the country. Please prioritize walking, biking, transit infrastructure rather than more polluting highways. Also, explore and consider new materials technologies being used in other countries.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

<p>Kathryn L 160.1 Giebenhain</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
<p>161.0 Tracy Stessman</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on transit and active transportation</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
<p>161.1 Tracy Stessman</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

162.0 Geoff Fisher	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
162.1 Geoff Fisher	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
163.0 Joel Jensen	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

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163.1	Joel Jensen	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	
				<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>		<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
164.0	Kathi Ha	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	
						<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
164.1	Kathi Ha	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	
165.0	Rich Kronfeld	Electric vehicles	Phase out internal combustion engines	<p>Electric cars! School buses! Phase out ICE engines by a certain date!</p>	Email	<p>We agree very much with the value electric vehicles will provide in climate mitigation and public health. The Metropolitan Council is developing a study to begin before the end of 2020 that will bring many public, private and non-profit agencies together to advance the work on accelerating the use of electric vehicles in the Twin Cities.</p>

165.1 Rich Kronfeld	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
165.2 Rich Kronfeld	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
166.0 Laura Zilverberg	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

166.1 Laura Zilverberg	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
167.0 Martha Krikava	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
167.1 Martha Krikava	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

168.0 Anne Bishop	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
168.1 Anne Bishop	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
Sarabear Kelly 169.0 Modlin	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

<p>Sarabear Kelly 169.1 Modlin</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
<p>170.0 Mandie Flint</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on transit and active transportation</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
<p>170.1 Mandie Flint</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

			<p>It's past time to get people out of cars and into public transportation!</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
171.0 Teresa Schneider	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation		Sierra Club
171.1 Teresa Schneider	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metrocouncil.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metrocouncil.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
172.0 Jessica Rocheleau	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

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173.0 Gretchen Bratvold	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Transportation policy can and must address climate change and systemic racism. Address both of these issues at once by expanding fast and efficient mass transit.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
173.1 Gretchen Bratvold	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
174.1 Samantha Coolidge	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
175.0 Lucretia Blair	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

175.1 Lucretia Blair	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
175.0 Lisa Mills	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Please help us protect the future for our kids and grandkids.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
176.1 Lisa Mills	Parking	Promote best practice in parking policy	<p>Please help us protect the future for our kids and grandkids.</p> <p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

			<p>Climat change is crucial</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
177.0 Stacie Hammes	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climat change is crucial</p> <p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metrocouncil.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metrocouncil.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
177.1 Stacie Hammes	Parking	Promote best practice in parking policy	<p>Climat change is crucial</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
178.0 Jennifer Munt	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation		

178.1 Jennifer Munt	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
179.0 Liina Laufer	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
179.1 Liina Laufer	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

180.0 Jerome Comeau	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
180.1 Jerome Comeau	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
181.0 Lindsay Simons	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Mass public transportation is far more scale-able than highways. Picture us in 100 years. 2120. Will we be all highway, with business and residence cropping up in the medians? Please make decisions now that plan for cleaner, more efficient methods of transport.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

181.1 Lindsay Simons	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
182.0 Pat Ament	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
182.1 Pat Ament	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p> <p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

183.0 Christina Wong	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
183.1 Christina Wong	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
184.0 Dennis Hauck	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Please suppose public transportation such as light rail.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

184.1 Dennis Hauck	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p> <p>This issue is extremely important to me because I am a student in college, and I see the value in protecting the planet so my kids may be able to enjoy the same parks and natural resources that I did when I was a child.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
185.0 Kaitlyn Denten	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p> <p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
185.1 Kaitlyn Denten	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p> <p>This issue is extremely important to me because I am a student in college, and I see the value in protecting the planet so my kids may be able to enjoy the same parks and natural resources that I did when I was a child.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

			<p>I rely on public transportation, and look forward to the day when everyone in the metro area can have safe, clean, efficient public transit. We need less cars and more buses and trains—for the health of our community and of our planet. Please do the right thing.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p>		<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
186.0 Marya Hart	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metrocouncil.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metrocouncil.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
186.1 Marya Hart	Parking	Promote best practice in parking policy	The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.	Sierra Club	<p>Comment noted, and we agree that climate change and racial inequities are priority challenges for our region and transportation system moving forward. The TIP is a compilation of federally funded transportation investments selected through a number of processes. Each process uses different criteria and measures, some of which use Equity considerations in the decision-making process. For example, the Regional Solicitation process, which comprises about 15% of the region's federal funds in the TIP, uses measures for Equity related to community engagement and project benefits, as well as affordable housing scores to help select projects. Other selection processes also include Equity considerations. The Council recognizes that we must continue to work to reduce disparities and the transportation systems' contribution to regional disparities, and we will share these comments with our partners who also play roles in these project selection processes. The region's draft update to the Transportation Policy Plan specifically contains a Work Program item to conduct an Equity evaluation of regional transportation investment decision-making processes. The Council is committed to implementing recommendations from this study and others as we continue to learn how to make our transportation investment decision-making more equitable. The region's Transportation Policy Plan (TPP) also does seek to de-emphasize investments in roadway expansion and stresses that this should occur only after other options such as management/technology (such as signal timing) investments and low cost/high benefit spot mobility investments have been explored and shown not to be adequate to address the issues. The TPP then emphasizes that should expansion be necessary, the first priority for the regional highway system is to implement MnPass priced lanes which provide a benefit to transit and high occupancy vehicles and charge single occupant vehicles a fee during the peak hours.</p>
187.0 Ella Weber	Climate Change and Racial Justice	More needed on climate impacts and the impact on low income communities of color. Too much emphasis on highway construction and even the non-highway sections lack racial justice considerations.	As a cyclist and transit advocate, I am writing to thank you for all the work on the TIP which I think is a great start toward making our streets safer and more livable for all. However, I am disheartened that the plan doesn't take into account any climate impacts despite being a document that will guide us during an ostensibly worsening climate crisis. This includes a lack of reflection on the way new roads, trucking routes, and green transportation options/car alternative infrastructure impact or ignore low income communities of color. Yet, these concerns are foundational to environmental justice work. The current plan prioritizes highway construction, yet makes no commitment to help stem the injustices caused by frequently displacing communities of color with such work, or worsening their environmental health. Further, the sections that do focus on car-alternative transportation are greatly lacking, and lack any racial justice considerations. We are in an incredible moment of social change and reckoning, we are watching our cities transform in response to changing mobility needs in the face of a global pandemic, the TIP can do better.	Sierra Club	

188.0 Andrew Cook	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
188.1 Andrew Cook	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
189.0 Alicia Chiaravalli	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

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189.1	Alicia Chiaravalli	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	
				<p>With all the crises we're faces with, we cannot afford be remain stagnant in our energy policies. This is a step in the right direction. Please, let's look forward and see the world we want to leave as a better place than what we came into.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p>		
190.0	Hazel Pfeifer	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
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190.1	Hazel Pfeifer	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	
				<p>The Blue Line needs either (1) a new alignment or (2) a turnover in leadership on one or both sides or (3) acquisition of the BNSF Monticello Division by constructing a new spur across the Mississippi, through Xcel's surplus Becker property slated for an industrial park, and connecting to the BNSF mainline along Highway 10. That would serve BNSF's remaining shippers on the current Monticello Division, or they could be moved north of the Mississippi.</p>		<p>The Council is working with local partners along the Blue Line Extension corridor to identify the best approach(es) for moving the project forward. This conversation is active and ongoing. The best way to follow and weigh in is through the project office contacts, Hennepin County, or through public meetings dedicated to this topic. We will share this information with the project office for consideration.</p>
191.0	Mathews Hollinshead	Transit Investment	Bring the Blue Line Extension to Fruituon		Email;#Letter	
				<p>The Gold Line should move higher in FTA CIG rankings or risk not getting a federal FFGA.</p>		<p>The Gold Line project is currently working its way through the FTA CIG program and project decision-making is responsive to FTA rankings. The Council agrees that this is an important project for the region and a priority for CIG funding and will continue to focus on the project's competitiveness moving forward.</p>
191.1	Mathews Hollinshead	Transit Investment	The Gold Line should move higher in FTA CIG rankings or risk not getting a federal FFGA.	<p>The Gold Line should move higher in FTA CIG rankings or risk not getting a federal FFGA.</p>	Email;#Letter	
				<p>The Riverview Corridor LPA could be greatly improved if changed to feature (1) dedicated ROW where it currently runs in mixed traffic, and (2) service to and through Highland Bridge (the Ford Site). At a minimum, the TIP should anticipate funding purchase of the CP Rail Spur for a transitway, something supposed to be studied by agreement between St. Paul and Ramsey County but not yet initiated. Also logical but absent is a possible transitway river crossing from SW Highland Bridge to the Blue Line near the Veterans Hospital at about half the cost of the Fort Snelling crossing and tunnel now envisioned part of the LPA.</p>		<p>Ramsey County is currently the lead agency for developing the Riverview project and is currently responsible for project decision-making related to the stations and alignments, although the Council participates as a technical advisory. We will forward this comment to Ramsey County for consideration. The TIP assumptions are specific to and consistent with the locally preferred alternative already adopted in the region's 2040 Transportation Policy Plan.</p>
191.2	Mathews Hollinshead	Transit Investment	The Riverview Corridor LPA would be better with dedicate ROW, and service through the Ford Site.		Email;#Letter	

<p>Mathews 191.3 Hollinshead</p>	<p>Roadway Expansion and Climate Change</p>	<p>The TIP is too road heavy and needs revision to recognize imminent recession and impact on ability to own vehicles. This also impacts climate change.</p>	<p>If we subtract \$828M in New Starts projects from the TIP, it leaves the program heavily overweighted for roads. If we then factor in Covid, the TIP needs revision to recognize the imminent Long Recession and Eviction catastrophes. For tens of thousands of Metro residents facing prolonged loss of income, assets, homes and livelihoods, personal motor vehicles may no longer be affordable. Then consider that transportation is the largest generator of greenhouse gas emissions and that Minnesota is forecast to be a high impact state for climate change and it becomes evident that, as is, the TIP is primarily a missed opportunity. Our Metro road allocations could be trimmed substantially.</p>	<p>Sierra Club</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
<p>Mathews 191.4 Hollinshead</p>	<p>Transit Investment</p>	<p>Inadequate transit investment in the East Metro.</p>	<p>Finally, there is a decided rail transit underinvestment in the East Metro, which in turn means there will be continued underdevelopment in the East Metro. Several lines once envisioned as rail — the Red Rock, the Rush, and use (including future acquisition) of CP Rail's Merriam Park Division (along Ayd Mill Road) for regional rail are instead absent or highway BRT, a mode that does little or nothing for economic development. Political polarization has paralyzed East Metro-area economic development by putting regional rail transit expansion off the table, while international competitors have no such barriers and push forward. The world's wealthiest country, and within it our region, one of America's most prosperous, have largely given up on using bold rail transit expansion linked to economic development it for new economic opportunity in our time of looming, multiple man-made economic and environmental crises and disasters. It is a tragedy.</p>	<p>Email;#Letter</p>	<p>Investment priorities in the East Metro are largely driven by locally led planning processes, particularly through County efforts. Each project has gone through extensive technical analysis and outreach to reach the decision best suited for the local needs. We will share this comment with our transit partners in the East Metro and continue working with them to plan for the best transit system possible under the constraints and assumptions necessary for a fiscally constrained TIP.</p>
<p>Mathews 191.5 Hollinshead</p>	<p>Climate Change</p>	<p>Climate change poses an existential threat to our region. Reduce vehicle miles traveled. Invest in clean transportation solutions like walking, biking and transit instead of roadways. Stop investing in roadway expansion.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>Sierra Club</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
<p>Mathews 191.6 Hollinshead</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Sierra Club</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
192.0 Kristi Papenfuss	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation		Sierra Club	
192.1 Kristi Papenfuss	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
193.0 Barbara Thoman	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

193.1 Barbara Thoma	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p> <p>How much vacant and underutilized land is there in the region where the Met. Council could promote redevelopment? Please strengthen the technical assistance you provide to municipalities about cost effective, pedestrian-friendly land use.</p> <p>This region is far too dependent on driving which increases inequality and harms our land, water, and air.</p> <p>The region needs a reset on public transit with a major promotional effort to ensure riders that it will be safe and comfortable to ride again.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
193.2 Barbara Thoman	Transit and active transportation	Provide municipalities assistance related to pedestrian-friendly land use and improve public transportation.		Email	<p>The region's draft update to the Transportation Policy Plan specifically contains a Work Program item to identify best practices for infrastructure treatments supporting walkable neighborhoods and enabling better pedestrian connections to transit in different types of communities. We will share your comment about promotional efforts for public transit with the region's transit providers.</p>
194.0 Jeanine Malec	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
194.1 Jeanine Malec	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

195.0 Elizabeth Merryman	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
195.1 Elizabeth Merryman	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
196.0 Emily Marti	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

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196.1	Emily Marti	Parking	Promote best practice in parking policy	The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.	Sierra Club	
196.2	Emily Marti	Transit and Active Transportation	Please prioritize improvements to pedestrian infrastructure and pedestrian safety.	I live in South Minneapolis and get around primarily on foot and using public transportation. There are many intersections in and near my neighborhood that have unsafe pedestrian crossings that desperately needs to be improved, both on city streets and county roads. Please prioritize improvements to pedestrian infrastructure in your planning work.	Email	In the third quarter of this year, the Council is beginning work on a regional Pedestrian Safety Action Plan that will analyze crash data and identify ways that our local partners can help improve pedestrian safety on their roadways. This work is scheduled to be completed next year, and we anticipate that this plan will also recommend ways to help evaluate roadway projects for pedestrian safety in our funding processes.
197.0	Move Minnesota	Climate Change and Racial Justice/Equity	Acknowledge the impact of TIP investments in the plan itself. The TIP does not mention "climate" or race. Request that the TIP analyze each project's impact on climate and inequities and injustices.	Acknowledge the impact of TIP investments in the plan itself. The TIP does not mention the word "climate" one time. Nor are there any mentions of race. (The plan does mention "equity" and "sustainability" through references to policies in other documents.) Climate change and healing racial inequities are pivotal challenges in 2020 and will remain challenges in the years and decades to come. We request that the TIP include an analysis of how each transportation project and funding stream will impact our climate future and our current inequities and injustices. Transportation infrastructure and priorities are decimating our climate, are expanding and perpetuating economic inequality, and have been used to divide and destroy Black and brown communities. We need to know this won't happen again.	Sierra Club	Comment noted, and we agree that climate change and racial inequities are priority challenges for our region and transportation system moving forward. The TIP is a compilation of federally funded transportation investments selected through a number of processes. Each process uses different criteria and measures, some of which use Equity considerations in the decision-making process. For example, the Regional Solicitation process, which comprises about 15% of the region's federal funds in the TIP, uses measures for Equity related to community engagement and project benefits, as well as affordable housing scores to help select projects. Other selection processes also include Equity considerations. The Council recognizes that we must continue to work to reduce disparities and the transportation systems' contribution to regional disparities, and we will share these comments with our partners who also play roles in these project selection processes. The region's draft update to the Transportation Policy Plan specifically contains a Work Program item to conduct an Equity evaluation of regional transportation investment decision-making processes. The Council is committed to implementing recommendations from this study and others as we continue to learn how to make our transportation investment decision-making more equitable.
197.1	Move Minnesota	Roadway Expansion	Do not expand roadways. Don't just take money because it is there. Expansion (including HOV lanes) induces demand for driving.	Do not expand roadways. Don't just take money because it is there. Expanding roadways—whether through lane expansions, adding HOV lanes rather than restricting existing lanes to HOV lanes, or creating new flyovers or interchanges—induces demand for driving. This means that the more we build, the more people will drive. Yet we know we need to reduce the amount of miles people drive to meet even the most timid climate targets; we know we must close the gap between the ease of car travel and the ease of biking, walking, and transit if we are to deliver economic and racial justice to our communities. Move Minnesota understands that federal money is available for highway expansion and that accepting that money feels like the right thing to do—it's what our region has always done, and it's money coming to our communities. But the fact that someone will pay for something does not make it right. We ask that the Metropolitan Council refuse money for roadway expansion and redirect all local road expansion monies to biking, walking, and transit investments.	Email;#Letter	The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.
197.2	Move Minnesota	Long-Term Policy Plans	Act now. The TIP relies on policies that quickly become outdated. Respond to current realities, not plans adopted six years ago.	Act now. We recognize that the TIP relies on policy guidance in Thrive 2040, the Transportation Policy Plan (TPP), and other previously-written documents. Yet the world is changing incredibly fast, and these documents fall out of date faster than we could have imagined. When the TPP passed, the federal government was tightening CAFE standards for cars and trucks and was committed to carbon reduction. No longer. We need the Metropolitan Council to respond to current realities, not plans adopted six years ago. We request that the Metropolitan Council act in our collective best interest in the TIP, not just follow the letter of past plans.	Email;#Letter	The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.

198.0 Sonja Meintsma	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>I believe that it is essential to create, pass, and support policies that allow for people to travel and move in modes that do not negatively impact the environment. I support electric vehicles and other alternative fuels, but the most impact will be by transitioning our transport from single-occupancy vehicles over to multi-modal transportation including by creating safe walkways and bike paths and expanding public transportation. Highways should not be our priority.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
198.1 Sonja Meintsma	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
199.0 Drew Davis	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

			<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
199.1 Drew Davis	Parking	Promote best practice in parking policy		
200.0 Joe Mitchell	Climate Change and Racial Justice	Acknowledge the impact of TIP investments on climate and racial injustice	<p>• Acknowledge the impact of TIP investments in the plan itself. The TIP is 116 pages long. Incredibly, in all that analysis and in all those project listings, the word “climate” does not appear one time. Nor are there any mentions of race. (The plan does mention “equity” and “sustainability” through references to policies in other documents.) Climate change and healing racial inequities are pivotal challenges in 2020 and will remain challenges in the years and decades to come. We request that the TIP include an analysis of how each transportation project and funding stream will impact our climate future and our current inequities and injustices. Transportation infrastructure and priorities are decimating our climate, are expanding and perpetuating economic inequality, and have been used to divide and destroy Black and brown communities. We need to know this won’t happen again.</p>	<p>Comment noted, and we agree that climate change and racial inequities are priority challenges for our region and transportation system moving forward. The TIP is a compilation of federally funded transportation investments selected through a number of processes. Each process uses different criteria and measures, some of which use Equity considerations in the decision-making process. For example, the Regional Solicitation process, which comprises about 15% of the region's federal funds in the TIP, uses measures for Equity related to community engagement and project benefits, as well as affordable housing scores to help select projects. Other selection processes also include Equity considerations. The Council recognizes that we must continue to work to reduce disparities and the transportation systems' contribution to regional disparities, and we will share these comments with our partners who also play roles in these project selection processes. The region's draft update to the Transportation Policy Plan specifically contains a Work Program item to conduct an Equity evaluation of regional transportation investment decision-making processes. The Council is committed to implementing recommendations from this study and others as we continue to learn how to make our transportation investment decision-making more equitable.</p>
200.1 Joe Mitchell	Roadway Expansion	Do not expand roadways. Don't just take money because it is there.	<p>• Do not expand roadways. Don't just take money because it is there. Expanding roadways—whether through lane expansions, adding HOV lanes rather than restricting existing lanes to HOV lanes, or creating new flyovers or interchanges—induces demand for driving. This means that the more we build, the more people will drive. Yet we know we need to reduce the amount of miles people drive to meet even the most timid climate targets; we know we must close the gap between the ease of car travel and the ease of biking, walking, and transit if we are to deliver economic and racial justice to our communities. Move Minnesota understands that federal money is available for highway expansion and that accepting that money feels like the right thing to do—it's what our region has always done, and it's money coming to our communities. But the fact that someone will pay for something does not make it right. We ask that the Metropolitan Council refuse money for roadway expansion and redirect all local road expansion monies to biking, walking, and transit investments.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
200.2 Joe Mitchell	Long-Term Policy Plans	The world is changing incredibly fast, and the policies upon which the TIP is based becomes outdated quickly.	<p>Act now. We recognize that the TIP relies on policy guidance in Thrive 2040, the Transportation Policy Plan (TPP), and other previously-written documents. Yet the world is changing incredibly fast, and these documents fall out of date faster than we could have imagined. When the TPP passed, the federal government was tightening CAFE standards for cars and trucks and was committed to carbon reduction. No longer. We need the Metropolitan Council to respond to current realities, not plans adopted six years ago. We request that the Metropolitan Council act in our collective best interest in the TIP, not just follow the letter of past plans.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

201.0	Washington County	Technical Comments	A list of key projects occurring in Washington County.	<p>Metropolitan Area. The county has reviewed the proposed TIP for conformance and found it consistent with the 2040 Washington County Comprehensive Plan and the Washington County 2021 Capital Improvement Program.</p> <p>The METRO Gold Line BRT project is included in the Major Transit Capital Projects list with the target opening of 2024. Washington County, as a funding partner with Ramsey County, continues to enjoy a collaborative relationship with the Metropolitan Council working toward the successful delivery of this important regional project. The METRO Gold Line BRT Project anticipates reaching a Full Funding Grant Agreement appropriation from the Federal Transportation Administration for the years 2023-2024.</p> <p>Washington County applauds Metropolitan Council's efforts to increase the transparency and efficiency of the Regional Solicitation and we appreciate the opportunity to continue to work with the Council. There are four Washington County projects in the TIP that received Federal funding through the 2016 and 2018 solicitations:</p> <p>TAP Projects (Federal Funding) Year 2023 Project No. 082-638-015 Construct bicycle and pedestrian trail along CSAH 38 from 1st Ave/21st St to overpass at 20th St in Newport \$460,800</p> <p>STP Projects (Federal Funding) Year 2021 Project No. 082-030-007: Traffic signal communication and technology upgrades at various intersection throughout Washington County \$654,880</p> <p>Year 2021 Project No. 082-615-034: Construct interchange, bridge, and multi-use trail at CSAH 15 (Manning Ave) at TH 36 in Grant, Lake Elmo, Stillwater, and Stillwater Township \$7,000,000</p>	Email;#Letter	Comment acknowledged.
202.0	Nathan Van Wylen	Climate Change and Racial Justice	Acknowledge the impact of TIP investments on climate and racial justice	<p>Acknowledge the impact of TIP investments in the plan itself. The TIP is 116 pages long. Incredibly, in all that analysis and in all those project listings, the word "climate" does not appear one time. Nor are there any mentions of race. (The plan does mention "equity" and "sustainability" through references to policies in other documents.) Climate change and healing racial inequities are pivotal challenges in 2020 and will remain challenges in the years and decades to come. We request that the TIP include an analysis of how each transportation project and funding stream will impact our climate future and our current inequities and injustices. Transportation infrastructure and priorities are decimating our climate, are expanding and perpetuating economic inequality, and have been used to divide and destroy Black and brown communities. We need to know this won't happen again.</p>	Email	<p>Comment noted, and we agree that climate change and racial inequities are priority challenges for our region and transportation system moving forward. The TIP is a compilation of federally funded transportation investments selected through a number of processes. Each process uses different criteria and measures, some of which use Equity considerations in the decision-making process. For example, the Regional Solicitation process, which comprises about 15% of the region's federal funds in the TIP, uses measures for Equity related to community engagement and project benefits, as well as affordable housing scores to help select projects. Other selection processes also include Equity considerations. The Council recognizes that we must continue to work to reduce disparities and the transportation systems' contribution to regional disparities, and we will share these comments with our partners who also play roles in these project selection processes. The region's draft update to the Transportation Policy Plan specifically contains a Work Program item to conduct an Equity evaluation of regional transportation investment decision-making processes. The Council is committed to implementing recommendations from this study and others as we continue to learn how to make our transportation investment decision-making more equitable.</p>
202.1	Nathan Van Wylen	Roadway Expansion	Do not expand roadways. Don't just take money because it is there.	<p>Do not expand roadways. Don't just take money because it is there. Expanding roadways—whether through lane expansions, adding HOV lanes rather than restricting existing lanes to HOV lanes, or creating new flyovers or interchanges—induces demand for driving. This means that the more we build, the more people will drive. Yet we know we need to reduce the amount of miles people drive to meet even the most timid climate targets; we know we must close the gap between the ease of car travel and the ease of biking, walking, and transit if we are to deliver economic and racial justice to our communities. Move Minnesota understands that federal money is available for highway expansion and that accepting that money feels like the right thing to do—it's what our region has always done, and it's money coming to our communities. But the fact that someone will pay for something does not make it right. We ask that the Metropolitan Council refuse money for roadway expansion and redirect all local road expansion monies to biking, walking, and transit investments.</p>	Email	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
202.2	Nathan Van Wylen	Long-Term Policy Plans	The world is changing incredibly fast, and the policies upon which the TIP is based becomes outdated quickly.	<p>Act now. We recognize that the TIP relies on policy guidance in Thrive 2040, the Transportation Policy Plan (TPP), and other previously-written documents. Yet the world is changing incredibly fast, and these documents fall out of date faster than we could have imagined. When the TPP passed, the federal government was tightening CAFE standards for cars and trucks and was committed to carbon reduction. No longer. We need the Metropolitan Council to respond to current realities, not plans adopted six years ago. We request that the Metropolitan Council act in our collective best interest in the TIP, not just follow the letter of past plans.</p>	Email	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

203.0 Daniel Hooker	Roadway expansion	Do not expand roadways, unless doing so for the express purpose of increasing transit, biking or pedestrian access	<p>Regarding roadway expansion</p> <ul style="list-style-type: none"> •Creating more lanes for cars induces demand for driving. We should be encouraging people to drive less, not more. •Induced demand by creating more lanes also works in the opposite direction. Given the presence of traffic, drivers will find alternate routes or adjust their schedules. This behavior is noticeable when there are periods of extended construction on arterial routes. •If there are investment dollars available, they should be put toward increasing frequency and safety of alternative transit options. During our current pandemic response, cleanliness and service should take priority. When the Coronavirus pandemic reaches a level where more transit reaches its previous levels, we need to re-focus on expansion and service improvements that would have been prioritized during 2020. 	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
203.1 Daniel Hooker	Racial Justice/Equity	Focus on equity	<p>Regarding equity</p> <ul style="list-style-type: none"> •Many communities in the Twin Cities require, in practical terms, a car to access basic services. For folks in poorer and historically underserved communities, this requirement is even more sharply pronounced. We need to ensure that people across the Twin Cities can access their jobs, homes and services. •The places where we choose to place, improve and remove roads and transportation options has a direct impact on the economic opportunity of communities. We need to prioritize those places that have not been prioritized in the past. •This is especially important because we must also focus on the sustainability of our transportation future. We cannot blame people for contributing to climate change by driving to their jobs or the grocery store if taking an alternate form of transportation is not viable. 	<p>Comment noted. The TIP is a compilation of federally funded transportation investments selected through a number of processes. Each process uses different criteria and measures, some of which use Equity considerations in the decision-making process. For example, the Regional Solicitation process, which comprises about 15% of the region's federal funds in the TIP, uses measures for Equity regarding community engagement and project benefits, as well as affordable housing scores to help select projects. Other selection processes also include Equity considerations. The Council recognizes that we must continue to work to reduce disparities and the transportation systems' contribution to regional disparities, and we will share these comments with our partners who also play roles in these project selection processes. The region's draft update to the Transportation Policy Plan specifically contains a Work Program item to conduct an Equity evaluation of regional transportation investment decision-making processes, and the Council is committed to implementing recommendations from this study and others as we continue to learn how to make our transportation investments more equitable.</p>
203.2 Daniel Hooker	Climate Change and Racial Justice	Climate justice	<p>Regarding climate</p> <ul style="list-style-type: none"> •We are nearing a point of no return regarding the global climate. We must do our part to reduce our reliance on individual driving. •This means true commitment to increasing the availability of alternative transportation options. They should be front and center, and the topic of every project. •There should be no discussion of transportation without the mention of climate. Shockingly, this report never contains the word climate in 100+ pages. •Every project should contain a description of how it impacts the climate future. 	<p>Comment noted, and we agree that climate change is a priority challenge for our region and transportation system moving forward. The TIP is a compilation of federally funded transportation investments selected through a number of processes. Each process uses different criteria and measures, some of which use Equity and Multimodal considerations in the decision-making process. For example, the Regional Solicitation process, which comprises about 15% of the region's federal funds in the TIP, uses measures for Multimodal elements and Equity with community engagement and project benefits to help select projects. The Council recognizes that we must continue to work to address climate change, and we will share these comments with our partners who also play roles in these project selection processes.</p>
204.0 Sarah Murn	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
204.1 Sarah Murn	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>

205.0 Sophia Pechaty	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Hi! I've lived in Minneapolis my whole life, so the Cities are really important to me. We so clearly lack a strong public transit system, and we have the funds to be so much better. Please, please prioritize clean, transit-/bike-/pedestrian-oriented infrastructure and maintenance of the spaces we already have responsibility for. We don't want highway expansion.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
205.1 Sophia Pechaty	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
206.0 Doreen Kloehn	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>

						<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>
206.1	Doreen Kloehn	Parking	Promote best practice in parking policy	The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.	Sierra Club	
207.0	Sierra Club North Star Chapter	Climate change and racial justice/equity	Analyze impact of each project on climate and inequity/injustice. Shift funds from roadways to bicycle and pedestrian projects and roadway maintenance.	<p>The TIP Draft does not once mention the word "climate." Nor are there any mentions of race. The TIP should include an analysis of how each transportation project and funding stream will impact our climate future and our current inequities and injustices.</p> <p>We ask that the Met Council to refuse funding for roadway expansion projects and redirect all local road expansion funding to biking, walking, and transit investments, and/or strictly fix it first road maintenance.</p> <p>years, Fresh Energy has been working to shape and drive realistic, visionary energy policies that benefit all, while speeding the transition to a clean energy economy. We applaud the Metropolitan Council for dedicating \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. However, the TIP also includes over \$2 billion for Highways/Roads, including highway expansions. Projects such as maintenance of our bridges and existing roads to ensure Minnesotans' safety is critical. However, investing in projects that expand highways and encourage driving is the wrong investment for Minnesota. Priority should instead be given to projects that reduce greenhouse gas emissions and promote racial and economic equity in Minnesota by promoting broadly accessible transit and expanding electric vehicle charging infrastructure.</p> <p>The International Panel on Climate Change warns us that deep, rapid decarbonization across the entire economy is necessary to avoid the worst impacts of climate change. In Minnesota and nationally, transportation is the largest emitting sector. Minnesota is not on track to meet our emissions reductions goals for transportation, codified by the 2007 Next Generation Energy Act. Despite the undeniable relationship between transportation investment and climate change, neither discussion nor acknowledgement of climate change is included in the Transportation Improvement Program.</p> <p>Past highway construction in Minnesota has caused displacement, loss of wealth, and community disenfranchisement, primarily for Minnesotans who are Black, Indigenous, and people of color; these impacts continue to be felt today. To avoid repeating these injustices, Fresh Energy encourages Met Council to, within the Transportation Improvement Program itself, provide an assessment of how each project will impact existing racial inequities, economic inequities, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.</p> <p>Fresh Energy applauds Metro Transit's commitments to transition away from a diesel bus fleet and investments in the TIP for electric bus infrastructure, and we encourage prioritizing the deployment of electric buses in areas of poor air quality. Missing from the TIP, however, is an investment in public electric vehicle charging infrastructure. Decarbonizing transportation is a two-pronged approach that will require greatly expanded access to driving alternatives to reduce vehicle miles travelled, and electrification of the remaining vehicles on the road. A coordinated build-out of public electric vehicle charging infrastructure with other government agencies working in this area is critical to supporting the adoption of electric vehicles among Minnesota consumers.</p> <p>The TIP's large highway investments will have detrimental impacts on climate change and Minnesotans who are Black, Indigenous, and people of color. TIP should include electric vehicle charging infrastructure.</p> <p>The past build-out of parts of the transportation system in Minnesota caused systematic and unjust harms to communities that are majority Black, Indigenous, and people of color. The continued reliance on a fossil-fuel based transportation system perpetuates ongoing harm to the climate and air quality. As such, Met Council should invest more in transit and driving alternatives that are accessible</p>	Sierra Club	<p>Comment noted, and we agree that climate change and racial inequities are priority challenges for our region and transportation system moving forward. The TIP contains many projects for MnDOT, Metro Transit and the region, the vast majority of which would be considered asset preservation to maintain a state of good repair for both the highway and transit system. Major expansion projects for highways and transitways typically go through long project selection and development processes prior to being included as funded projects in the TIP. These processes do use alternatives analysis and performance measures to select a preferred alternative. Emissions and equity are both measures used and will continue to be measures used when selecting investments for our region. It is often difficult to balance investments across different policy goals and transportation modes, particularly when much of the funding under state and federal law is provided for specific purposes, i.e. roadway or transit purposes. The region's draft update to the Transportation Policy Plan specifically contains a Work Program item to conduct an Equity evaluation of regional transportation investment decision-making processes, and the Council is committed to implementing recommendations from this study and others as we continue to learn how to make our transportation investments more equitable.</p>
208.0	Fresh Energy	Climate change and racial justice/equity			Sierra Club	<p>Comment noted, and we agree that climate change and racial inequities are priority challenges for our region and transportation system moving forward. The TIP contains many projects for MnDOT, Metro Transit and the region, the vast majority of which would be considered asset preservation to maintain a state of good repair for both the highway and transit system. Major expansion projects for highways and transitways typically go through long project selection and development processes prior to being included as funded projects in the TIP. These processes do use alternatives analysis and performance measures to select a preferred alternative. Emissions and equity are both measures used and will continue to be measures used when selecting investments for our region. The region's Transportation Policy Plan (TPP) also does seek to de-emphasize investments in roadway expansion and stresses that this should occur only after other options such as management/technology (such as signal timing) investments and low cost/high benefit spot mobility investments have been explored and shown not to be adequate to address the issues. The TPP then emphasizes that should expansion be necessary, the first priority for the regional highway system is to implement MnPass priced lanes which provide a benefit to transit and high occupancy vehicles and charge single occupant vehicles a fee during the peak hours. The region's draft update to the Transportation Policy Plan also specifically contains a Work Program item to conduct an Equity evaluation of regional transportation investment decision-making processes, and the Council is committed to implementing recommendations from this study and others as we continue to learn how to make our transportation investments more equitable.</p>

209.0 Chad Martin	Roadway expansion and climate change	Stop expanding roadways and focus on transit and active transportation	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and access for all users ? both motorized and non-motorized.</p> <p>The Met Council should oppose and refuse to include in the TIP expansion projects funded through the ill-advised Corridors of Commerce program. Many of these projects embrace the discredited notion that Minnesota can build its way out of peak period traffic congestion.</p> <p>The TIP should include an analysis of how each project and funding stream will impact our climate future and our current inequities and injustices.</p>	Sierra Club	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals. It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles. The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>
209.1 Chad Martin	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Sierra Club	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (https://metrocouncil.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx), and through our Surface with Purpose Tool (https://metrocouncil.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: https://www.metrotransit.org/transit-oriented-development. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments.</p>