PUBLIC COMMENT REPORT

2025-2028 TIP - Regionally Significant Project Addition

Dec 2024

The Council's mission is to foster efficient and economic growth for a prosperous metropolitan region

Metropolitan Council Members

Charlie Zelle
Judy Johnson
Reva Chamblis
Tyronne Carter
Deb Barber
John Pacheco Jr.
Robert Lilligren
Yassin Osman
Anjuli Cameron

Chair District 1 District 2 District 3 District 3 District 4 District 5 District 6 District 7 District 8

Diego Morales Peter Lindstrom Gail Cederberg Susan Vento Chai Lee Toni Carter Tenzin Dolkar Wendy Wulff District 9 District 10 District 11 District 12 District 13 District 14 District 15 District 16



The Metropolitan Council is the regional planning organization for the seven-county Twin Cities area. The Council operates the regional bus and rail system, collects and treats wastewater, coordinates regional water resources, plans and helps fund regional parks, and administers federal funds that provide housing opportunities for low- and moderate-income individuals and families. The 17-member Council board is appointed by and serves at the pleasure of the governor.

On request, this publication will be made available in alternative formats to people with disabilities. Call Metropolitan Council information at 651-602-1140 or TTY 651-291-0904.

Background

The Metropolitan Council accepted comments on amending the region's 2025-2028 Transportation Improvement Program (TIP). Public comments were accepted from November 21, 2024, to December 12, 2024. The requested amendment would add the I-494 E-ZPass Extension and Improvements Project to the TIP. The Council received a total of three comments. This includes zero supportive comments. Three people expressed opposition to the project.

The following report includes a table of comments received and responses from Met Council staff. Nine commenters participated.

People engaged

Web page

Comments received through:

• Email

- Views: 147
- Visitors: 70
- GovDelivery
 - Opens: 4,813
 - Unique clicks: 283

Methods used

- Web announcement and web page notice
- GovDelivery email announcement and reminder

Comments and Responses The table below contains written comments as received, along with a response from Met Council staff.

Commenter	Торіс	Comment	Response
Brian Martinson	GHG & VMT Reduction	Between the ongoing work MNDOT is pursuing to reconstruct the 494/35W interchange and this nearly quarter of a billion dollar capacity expansion project being proposed, that interchange looks to cost the public upwards of half a "billion" dollars. These expenditures have been largely sold to the public as important for reducing traffic congestion in the 494 and 35W corridors. With the magnitude of such outlays of public funding, there should be an obligation for some accountability about whether and to what extent these projects accomplish their putative goals. Among the stated "core values" Met Council's Transportation Policy Plan (TPP) is: "Accountability: Measuring impact and being open to change." Yet there is no evidence that any measurement and reporting of any outcomes of these enormous expenditures are planned or will take place. In the short run, these projects may reduce traffic congestion to some degree, but it has been extensively documented that such capacity expansion projects "induce demand" for driving in very close to a 1:1 ratio, so they *cause* more people to drive their cars more miles, and typically within 5-8 years, the congestion will be as bad, if not worse, than it is before the capacity expansion. This is not idle speculation, but well established in the empirical research on this topic. By failing to incorporate measurement of putative outcomes using sound methodology and data, MNDOT and Met Council continue to ignore the evidence and remain unaccountable. In an era of ongoing climate disruption and increasing destruction of the livability of our planet, largely driven by our dependence on single-occupancy motor vehicles, this is nothing short of reprehensible and amoral. Our children and their children will judge us for the lack of leadership we have shown.	Thank you for your comment. The aim of the project is to improve safety and travel time reliability in the I-494 corridor. The managed lane will provide transit users, carpoolers, and drivers an option to get through one of the most congested corridors in the entire state. One of the key elements of the project is the construction of E-ZPass lanes from Hwy 77 to Hwy 169. These lanes provide a reliable trip through the corridor during peak times when the other lanes may be congested. The lanes are available to transit, carpoolers, and E-ZPass customers. MnDOT collects significant data on the use and operation of the E-ZPass lanes. After the project is complete and the E-ZPass lanes are open there will be ongoing analysis on the operation of the lanes. In the federal grant agreement for the \$138M of INFRA funding, MnDOT is required to report on before-and-after crash rates. In addition, the MnPASS system has a set of performance metrics such as tracking that the E- ZPASS lane operates at 45 mph or greater for 90% of the time (a measure of reliability).
Julian Serrano	General	TIP is all HIGHWAYS and nothing for Transit and fail to address the land use that are hostile for walking and transit. Businesses are leaving the inner cities in	Thank you for your comment. The TIP includes all federal transportation

Commenter	Торіс	Comment	Response
		droves leaving people stranded for jobs and retail without a car. EX FAIRVIEW HOSPITALS left ST PAUL and move many of their operations to the SUBURBS for people without cars it waste their time and is a major inconvenient The highways make the SUBURBS too easy & cheap for businesses to move abandoning the central cities. METRO TRANSIT is top heavy with P/R (which) is poor land use around them Housings need to be built near /on top and on p/R lots. There are more commuter routes than all day local routes The SUBURBAN routes get better buses. STOP (subsidizing) driving and offer subsidy for business that reduce parking Time for PARKING CASH OUT. LAND for Houses not to park cars when housings are so unaffordable.	projects, including over \$1 billion in federal transit funding and over \$1.5 billion in non-federal transit funds. We appreciate your input and will share it with transit providers.
	Highway Investment and Expansion	 Under NO circumstances should E-ZPass be extended. E-ZPass should be outright illegal, and removed from all existing locations. We the People fund all roadway construction, maintenance, and improvement. None of us should be excluded from highway lanes due to failure to pay extra (which we already do, via motor vehicle fuel taxes) or be discriminated against due to the number of people in a vehicle. END E-ZPass. Congestion is a problem, so ADD MORE LANES and RAISE THE SPEED LIMITS. Speed limits currently in force are grotesquely low. Every speed limit in Minnesota could be raised by AT LEAST 25%, rounded-up to the nearest 5 mph increment. Why there is a speed limit at all on rural Interstate highways is beyond me. Why is the State of Minnesota not pushing-back against overbearing, expensive Federal ADA requirements? ADA has become burdensome. 	Thank you for your comment.